Application of Southern California Gas Company (U904G), on Behalf of its Customers, for Approval of Gas Line Extension Allowances.	Application 26-07-003 (Filed July 1, 2026)

SCG-02 WP-R

REVISED WORKPAPERS SUPPORTING THE DIRECT TESTIMONY OF JASON LEGNER ON BEHALF OF SOUTHERN CALIFORNIA GAS COMPANY

(CHAPTER 2 - SELECTED PROJECTS)

[PUBLIC VERSION]

November 5, 2026

Redline

Summary of Estimated Annual GHG Emission Reductions for Proposed Projects

Project Identifier	Project Category	Estimated Annual Usage (therms) (1)	Estimated Annual GHG Emission Reductions (metric tons of CO2e) (2)
A-1	Renewable Natural Gas Refueling Station	1,393,080	36,731
A-2	Renewable Natural Gas Refueling Station	1,044,810	27,548
A-3	Renewable Natural Gas Refueling Station	696,540	18,365
B	Renewable Natural Gas Refueling Station	1,160,900	30,609
C	Renewable Natural Gas Refueling Station	580,440	15,304
D	Renewable Natural Gas Refueling Station	580,450	15,305
~~E~~	~~Beverage Manufacturing~~	-	~~7,722~~
		TOTAL	**143,862**

Note.

(1) Annual usage is based on customer provided estimates shown in Chapter_1_WP_Jennifer_Morris-Policy Workpaper pg 1

(2) Projects A-1 to D utilize the "Standard Lifecycle GHG Emission Reduction Methodology" to calculate GHG emission reductions.

Standard Lifecycle GHG Emission Reduction Methodology Calculation for Project A-1

Inputs	Value	Units	Source
Carbon Intensity of Standard Diesel	100.45	gCO2e/MJ	Cal. Code. Regs. tit. 17 § 95484(e), Table 2 (n.4 [****]), available at: *https://govt.westlaw.com/calregs/Document/IC2E1BFD25D8A11F09BB1B0A566C9127D?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Volume Adjusted Average Carbon Intensity of Bio-CNG	-186.39	gCO2e/MJ	Data derived from CARB, LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx.*
Energy Economy Ratio	0.9		Cal. Code. Regs. tit. 17 § 95486.1, Table 5 (CNG Spark-Ignition Engine), available at: *https://govt.westlaw.com/calregs/Document/ICE671EE15D8A11F09AEF8EBAFE06AD9C?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Energy Density Conversion Factor of CNG	105.5	MJ per therm	Cal. Code. Regs. tit. 17 § 95486(b)(1), Table 4, available at: *https://govt.westlaw.com/calregs/Document/IBEAC2C705D8A11F092D9DBF606D81933?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Higher Heating Value (HHV) to Lower Heating Value (LHV) Conversion Factor for CNG	0.903		Conversion factor (930 LHV)/(1030 HHV) from the LCFS Quarterly Data Spreadsheet ("Notes" worksheet). See LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx* .
Gram to Metric Ton Conversion Factor	1.00E-06	metric ton per gram	Definition
Estimated Annual RNG Usage	1,393,080	therms (HHV)	Customer Estimate
Estimated Annual GHG Emission Reductions	**36,731**	**metric tons CO2e**	Calculated using the "Standard Lifecycle GHG Emission Reduction Methodology"

Standard Lifecycle GHG Emission Reduction Methodology

$$Credits_{Bio-CNG}^{Diesel}(MT) = \left(100.45\ \frac{(gCO_2e)}{(MJ)} - \frac{-186.39\ \frac{(gCO_2e)}{(MJ)}}{0.9}\right) \times E_{Bio-CNG}(therms\ HHV) \times 105.5\ \frac{(MJ)}{(therms)} \times \left(\frac{930\ LHV}{1030\ HHV}\right) \times 0.9 \times 1.0x10^{-6}\ \frac{(MT)}{(gCO_2e)}$$

Standard Lifecycle GHG Emission Reduction Methodology Calculation for Project A-2

Inputs	Value	Units	Source
Carbon Intensity of Standard Diesel	100.45	gCO2e/MJ	Cal. Code. Regs. tit. 17 § 95484(e), Table 2 (n.4 [****]), available at: *https://govt.westlaw.com/calregs/Document/IC2E1BFD25D8A11F09BB1B0A566C9127D?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Volume Adjusted Average Carbon Intensity of Bio-CNG	-186.39	gCO2e/MJ	Data derived from CARB, LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx*.
Energy Economy Ratio	0.9		Cal. Code. Regs. tit. 17 § 95486.1, Table 5 (CNG Spark-Ignition Engine), available at: *https://govt.westlaw.com/calregs/Document/ICE671EE15D8A11F09AEF8EBAFE06AD9C?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Energy Density Conversion Factor of CNG	105.5	MJ per therm	Cal. Code. Regs. tit. 17 § 95486(b)(1), Table 4, available at: *https://govt.westlaw.com/calregs/Document/IBEAC2C705D8A11F092D9DBF606D81933?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Higher Heating Value (HHV) to Lower Heating Value (LHV) Conversion Factor for CNG	0.903		Conversion factor (930 LHV)/(1030 HHV) from the LCFS Quarterly Data Spreadsheet ("Notes" worksheet). See LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx* .
Gram to Metric Ton Conversion Factor	1.00E-06	metric ton per gram	Definition
Estimated Annual RNG Usage	1,044,810	therms (HHV)	Customer Estimate
Estimated Annual GHG Emission Reductions	**27,548**	**metric tons CO2e**	Calculated using the "Standard Lifecycle GHG Emission Reduction Methodology"

Standard Lifecycle GHG Emission Reduction Methodology

$$Credits_{Bio-CNG}^{Diesel}(MT) = \left(100.45\ \frac{(gCO_2e)}{(MJ)} - \frac{-186.39\ \frac{(gCO_2e)}{(MJ)}}{0.9}\right) \times E_{Bio-CNG}(therms\ HHV) \times 105.5\ \frac{(MJ)}{(therms)} \times \left(\frac{930\ LHV}{1030\ HHV}\right) \times 0.9 \times 1.0x10^{-6}\ \frac{(MT)}{(gCO_2e)}$$

Standard Lifecycle GHG Emission Reduction Methodology Calculation for Project A-3

Inputs	Value	Units	Source
Carbon Intensity of Standard Diesel	100.45	gCO2e/MJ	Cal. Code. Regs. tit. 17 § 95484(e), Table 2 (n.4 [****]), available at: *https://govt.westlaw.com/calregs/Document/IC2E1BFD25D8A11F09BB1B0A566C9127D?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Volume Adjusted Average Carbon Intensity of Bio-CNG	-186.39	gCO2e/MJ	Data derived from CARB, LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx*.
Energy Economy Ratio	0.9		Cal. Code. Regs. tit. 17 § 95486.1, Table 5 (CNG Spark-Ignition Engine), available at: *https://govt.westlaw.com/calregs/Document/ICE671EE15D8A11F09AEF8EBAFE06AD9C?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Energy Density Conversion Factor of CNG	105.5	MJ per therm	Cal. Code. Regs. tit. 17 § 95486(b)(1), Table 4, available at: *https://govt.westlaw.com/calregs/Document/IBEAC2C705D8A11F092D9DBF606D81933?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Higher Heating Value (HHV) to Lower Heating Value (LHV) Conversion Factor for CNG	0.903		Conversion factor (930 LHV)/(1030 HHV) from the LCFS Quarterly Data Spreadsheet ("Notes" worksheet). See LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx* .
Gram to Metric Ton Conversion Factor	1.00E-06	metric ton per gram	Definition
Estimated Annual RNG Usage	696,540	therms (HHV)	Customer Estimate
Estimated Annual GHG Emission Reductions	**18,365**	**metric tons CO2e**	Calculated using the "Standard Lifecycle GHG Emission Reduction Methodology"

Standard Lifecycle GHG Emission Reduction Methodology

$$Credits_{Bio-CNG}^{Diesel}(MT) = \left(100.45\ \frac{(gCO_2e)}{(MJ)} - \frac{-186.39\ \frac{(gCO_2e)}{(MJ)}}{0.9}\right) \times E_{Bio-CNG}(therms\ HHV) \times 105.5\ \frac{(MJ)}{(therms)} \times \left(\frac{930\ LHV}{1030\ HHV}\right) \times 0.9 \times 1.0x10^{-6}\ \frac{(MT)}{(gCO_2e)}$$

Standard Lifecycle GHG Emission Reduction Methodology Calculation for Project B

Inputs	Value	Units	Source
Carbon Intensity of Standard Diesel	100.45	gCO2e/MJ	Cal. Code. Regs. tit. 17 § 95484(e), Table 2 (n.4 [****]), available at: *https://govt.westlaw.com/calregs/Document/IC2E1BFD25D8A11F09BB1B0A566C9127D?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Volume Adjusted Average Carbon Intensity of Bio-CNG	-186.39	gCO2e/MJ	Data derived from CARB, LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx.*
Energy Economy Ratio	0.9		Cal. Code. Regs. tit. 17 § 95486.1, Table 5 (CNG Spark-Ignition Engine), available at: *https://govt.westlaw.com/calregs/Document/ICE671EE15D8A11F09AEF8EBAFE06AD9C?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Energy Density Conversion Factor of CNG	105.5	MJ per therm	Cal. Code. Regs. tit. 17 § 95486(b)(1), Table 4, available at: *https://govt.westlaw.com/calregs/Document/IBEAC2C705D8A11F092D9DBF606D81933?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Higher Heating Value (HHV) to Lower Heating Value (LHV) Conversion Factor for CNG	0.903		Conversion factor (930 LHV)/(1030 HHV) from the LCFS Quarterly Data Spreadsheet ("Notes" worksheet). See LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx* .
Gram to Metric Ton Conversion Factor	1.00E-06	metric ton per gram	Definition
Estimated Annual RNG Usage	1,160,900	therms (HHV)	Customer Estimate
Estimated Annual GHG Emission Reductions	**30,609**	**metric tons CO2e**	Calculated using the "Standard Lifecycle GHG Emission Reduction Methodology"

Standard Lifecycle GHG Emission Reduction Methodology

$$Credits_{Bio-CNG}^{Diesel}(MT) = \left(100.45\ \frac{(gCO_2e)}{(MJ)} - \frac{-186.39\ \frac{(gCO_2e)}{(MJ)}}{0.9}\right) \times E_{Bio-CNG}(therms\ HHV) \times 105.5 \frac{(MJ)}{(therms)} \times \left(\frac{930\ LHV}{1030\ HHV}\right) \times 0.9 \times 1.0x10^{-6} \frac{(MT)}{(gCO_2e)}$$

Standard Lifecycle GHG Emission Reduction Methodology Calculation for Project C

Inputs	Value	Units	Source
Carbon Intensity of Standard Diesel	100.45	gCO2e/MJ	Cal. Code. Regs. tit. 17 § 95484(e), Table 2 (n.4 [****]), available at: *https://govt.westlaw.com/calregs/Document/IC2E1BFD25D8A11F09BB1B0A566C9127D?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Volume Adjusted Average Carbon Intensity of Bio-CNG	-186.39	gCO2e/MJ	Data derived from CARB, LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx.*
Energy Economy Ratio	0.9		Cal. Code. Regs. tit. 17 § 95486.1, Table 5 (CNG Spark-Ignition Engine), available at: *https://govt.westlaw.com/calregs/Document/ICE671EE15D8A11F09AEF8EBAFE06AD9C?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Energy Density Conversion Factor of CNG	105.5	MJ per therm	Cal. Code. Regs. tit. 17 § 95486(b)(1), Table 4, available at: *https://govt.westlaw.com/calregs/Document/IBEAC2C705D8A11F092D9DBF606D81933?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Higher Heating Value (HHV) to Lower Heating Value (LHV) Conversion Factor for CNG	0.903		Conversion factor (930 LHV)/(1030 HHV) from the LCFS Quarterly Data Spreadsheet ("Notes" worksheet). See LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx* .
Gram to Metric Ton Conversion Factor	1.00E-06	metric ton per gram	Definition
Estimated Annual RNG Usage	580,440	therms (HHV)	Customer Estimate
Estimated Annual GHG Emission Reductions	**15,304**	**metric tons CO2e**	Calculated using the "Standard Lifecycle GHG Emission Reduction Methodology"

Standard Lifecycle GHG Emission Reduction Methodology

$$Credits_{Bio-CNG}^{Diesel}(MT) = \left(100.45\ \frac{(gCO_2e)}{(MJ)} - \frac{-186.39\ \frac{(gCO_2e)}{(MJ)}}{0.9}\right) \times E_{Bio-CNG}(therms\ HHV) \times 105.5\ \frac{(MJ)}{(therms)} \times \left(\frac{930\ LHV}{1030\ HHV}\right) \times 0.9 \times 1.0x10^{-6}\ \frac{(MT)}{(gCO_2e)}$$

Standard Lifecycle GHG Emission Reduction Methodology Calculation for Project D

Inputs	Value	Units	Source
Carbon Intensity of Standard Diesel	100.45	gCO2e/MJ	Cal. Code. Regs. tit. 17 § 95484(e), Table 2 (n.4 [****]), available at: *https://govt.westlaw.com/calregs/Document/IC2E1BFD25D8A11F09BB1B0A566C9127D?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Volume Adjusted Average Carbon Intensity of Bio-CNG	-186.39	gCO2e/MJ	Data derived from CARB, LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx.*
Energy Economy Ratio	0.9		Cal. Code. Regs. tit. 17 § 95486.1, Table 5 (CNG Spark-Ignition Engine), available at: *https://govt.westlaw.com/calregs/Document/ICE671EE15D8A11F09AEF8EBAFE06AD9C?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Energy Density Conversion Factor of CNG	105.5	MJ per therm	Cal. Code. Regs. tit. 17 § 95486(b)(1), Table 4, available at: *https://govt.westlaw.com/calregs/Document/IBEAC2C705D8A11F092D9DBF606D81933?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Higher Heating Value (HHV) to Lower Heating Value (LHV) Conversion Factor for CNG	0.903		Conversion factor (930 LHV)/(1030 HHV) from the LCFS Quarterly Data Spreadsheet ("Notes" worksheet). See LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx* .
Gram to Metric Ton Conversion Factor	1.00E-06	metric ton per gram	Definition
Estimated Annual RNG Usage	580,450	therms (HHV)	Customer Estimate
Estimated Annual GHG Emission Reductions	**15,305**	**metric tons CO2e**	Calculated using the "Standard Lifecycle GHG Emission Reduction Methodology"

Standard Lifecycle GHG Emission Reduction Methodology

$$Credits_{Bio-CNG}^{Diesel}(MT) = \left(100.45\ \frac{(gCO_2e)}{(MJ)} - \frac{-186.39\ \frac{(gCO_2e)}{(MJ)}}{0.9}\right) \times E_{Bio-CNG}(therms\ HHV) \times 105.5\ \frac{(MJ)}{(therms)} \times \left(\frac{930\ LHV}{1030\ HHV}\right) \times 0.9 \times 1.0x10^{-6}\ \frac{(MT)}{(gCO_2e)}$$

Estimated Annual GHG Emissions Reduction Calculation for Project E

Inputs	Value	Units	Source
CHP Gas Engine			
Electrical Output	1,541	kW	Data derived from customer provided specification sheet
Number of Units	2		Customer Provided
Power Input	12,731	MBTU/hr	Data derived from customer provided specification sheet
Gas Volume	13,883	SCF per hour	Data derived from customer provided specification sheet
Hours of Operations per year	7,344	hours	Customer Provided Operating Schedule
Fuel Consumption per year	203,913,504	scf per year	Data derived from calculation: Gas Volume x Hours of Operation per year x Number of Units
Electricity Generation	22,634,208	kWh per year	Data derived from calculation: Electrical Output x Hours of Operation per year x Number of Units
Default High Heat Value for Natural Gas (Weighted U.S. Average)	0.001026	mmBtu/scf	Data derived from Table C-1,available at: *https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-98#p-98.232(k)*
Default CO2 Emission Factor for Natural Gas	53.06	kg CO2/ mmBtu	Data derived from Table C-1,available at: *https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-98#p-98.232(k)*
Kilograms to Metric Tons Conversion Factor	1.00E-03	Metric ton per kilogram	Definition
Annual CO2 Emissions from Gas Engines (before carbon capture)	11,101	metric tons CO2	Calculated using Equation C-1: Fuel Consumption per year x Default High Heat Value for Natural Gas (Weighted U.S. Average) x Default CO2 Emission Factor for Natural Gas x Kilograms to Metric Tons Conversion Factor,available at: *https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-98#p-98.232(k)*
Carbon Capture CO2 Conversion Efficiency	87.4%		Customer Provided
Immediate Annual CO2 Emissions from Gas Engines (after carbon capture)	**1,399**	**metric tons CO2**	Data derived from calculation: [1 - Carbon Capture CO2 Conversion Efficiency] x Annual CO2 Emissions from Gas Engines (before carbon capture)
Utility Electricity Production			
Greenhouse Gas Emissions Intensity	515	lbs CO2e/MWh	Data derived from 2024 Power Content Label for Southern California Edison, https://www.energy.ca.gov/filebrowser/download/9168
U.S. Grid Gross Loss	4.2%		Data derived from Enivortemental Protection Agency eGrid 2023 Data, https://www.epa.gov/egrid/summary-data
lbs to kg	0.453592	kg per lb	Definition
kWh to MWh	0.001	MWh per kWh	Definition

Annual CO2 Emissions from Utility Electricity Production	**5,519**	**metric tons CO2e**	Data derived from calculation: Electricity Generation x Greenhouse Gas Emissions Intensity x lbs to kg x kWh to MWh x kg to MT x [1/(1- U.S. Grid Gross Loss)]
Electric Boiler			
Electricity needed for an Electric Boiler for the Carbon Capture System	10,407,182	kWh per year	Customer Provided
Annual CO2 Emissions from Utility Electricity Production for Electric Boiler	**2,538**	**metric tons CO2e**	Data derived from calculation: Electricity Consumption for a Electric Boiler x Greenhouse Gas Emissions Intensity x lbs to kg x kWh to MWh x kg to MT x [1/(1- U.S. Grid Gross Loss)]
Truck Transportation			
CO2 product weight per trailer truck	22	tons	Customer Provided
Average Round Trip Distance	124	miles	Customer Provided
Uplift Factor	1.1		Customer Assumption for Conservative Real-World Logistic Calculations
Number of trips equivalent to CO2 captured	485		Data derived from Calculation: Annual CO2 Emissions from Gas Engines (before carbon capture) x CO2 Conversion Efficiency x (1/CO2 product weight per truck) x Uplift Factor
Fuel Economy	6	miles per gallon	Customer Assumption for Heavy-Duty (Class 7-8 Semi)
Carbon Intensity of Standard Diesel	100.45	gCO2e/MJ	Cal. Code. Regs. tit. 17 § 95484(e), Table 2 (n.4 [****]), available at: *https://govt.westlaw.com/calregs/Document/IC2E1BFD25D8A11F09BB1B0A566C9127D?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)* .
Energy Density Conversion Factor of Diesel	134.47	MJ per gal	See LCFS Quarterly Data Spreadsheet as of Q3 2025, available at: *https://ww2.arb.ca.gov/sites/default/files/classic/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_Q32025.xlsx* .
Gram to Metric Ton Conversion Factor	1.00E-06	Metric ton per gram	Definition
Annual CO2 Emissions from Truck Transportation	**135**	**metric tons CO2e**	Data derived from calculation: Average Round Trip Distance x Number of Trips equivalent to CO2 captured x (1/Fuel Economy) x Carbon Intensity of Standard Diesel x Energy Density Conversion Factor of Diesel x Gram to Metric Ton Conversion Factor
Solar System			
Power Rating	2,500	kW	Customer Provided
Hours in a standard year	8760	hours	Definition
Capacity Factor	19.1%		Assumption based on https://atb.nlr.gov/electricity/2024b/commercial_pv

Inverter Efficiency	96%		Assumption based on PV Watts default inverter efficiency, https://pvwatts.nlr.gov/pvwatts.php
System Losses	14%		Assumption based on PV Watts default system losses, https://pvwatts.nlr.gov/pvwatts.php
Electricity Generation	3,453,402	kWh	Power Rating (kW) x Capacity Factor x Hours in a Year x Inverter Efficiency x [1 - System Losses]
Annual CO2 Emissions Reductions from Solar Electricity Production	**842**	**metric tons CO2e**	Electricity Generation x Greenhouse Gas Emissions Intensity x lbs to kg x kWh to MWh x kg to MT x [1/(1- U.S. Grid Gross Loss)]
Energy Storage System			
Energy Storage Capacity	2,536	kWh	Customer Provided
Annual Number of Full Discharges	140		Assumption based on Overall Average Nonresidential Full Discharge Cycles (Figure 4-15: Summary of 2023 Nonresidential Performance Metrics by PA) in the 2023 SGIP Impact Evaluation Report, https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/energy-division/documents/self-generation-incentive-program/2023_sgip_impact_evaluation.pdf
Electricity Discharged	355,040	kWh	Data derived from calculation: Energy Storage Capacity x Annual Number of Full Discharges
Annual CO2 Emissions Reductions from Energy Storage System	**87**	**metric tons CO2e**	Data derived from calculation: Electricity Discharged x Greenhouse Gas Emissions Intensity x lbs to kg x kWh to MWh x kg to MT x [1/(1- U.S. Grid Gross Loss)]
Estimated Annual GHG Emission Reductions	**7,722**	**metric tons CO2e**	Data derived from calculation: || Immediate Annual CO2 Emissions from Gas Engines (after carbon capture) - Annual CO2 Emissions from Utility Electricity Production - Annual CO2 Emissions from Utility Electricity Production for Electric Boiler - Annual CO2 Emissions from Truck Transportation - Annual CO2 Emissions Reductions from Solar Electricity Production - Annual CO2 Emissions Reductions from Energy Storage System ||

Q1. **Apply for the New Business Allowance Exception Application**

Please fill out the information below to begin your New Business Allowance Exception Application. Responses must be completed in a single session as they cannot be saved. Once submitted, you will receive confirmation of your application receipt.

Q2.
Background:
Pursuant to the California Public Utilities Commission (CPUC) Decision 22-09-026 as part of Rulemaking 19-01-011, Order Instituting Rulemaking Regarding Building Decarbonization, customers may request approval from the CPUC through an annual application for a gas line extension allowance, a 10-year refundable payment option, or a 50 percent discount payment option for non-residential projects meeting the criteria established below:

(a) The project shows a demonstrable reduction in greenhouse gas emissions;

(b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016); and

(c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Eligible projects will be included in an annual application submitted by the gas utilities on behalf of project applicants requesting an exception to the new rules.

Disclaimer: SoCalGas' sole responsibility is to review all applications and submit qualifying projects to the CPUC for final approval or rejection. SoCalGas and/or the CPUC may require additional documentation or information to proceed with the application process. Per the CPUC, SoCalGas is only permitted to submit applications once per year, this means that the response timeline could vary greatly. Due to this, SoCalGas cannot provide any timeline for Gas Line Extension Allowances, Refunds, or Discount Exceptions.

Q3. **Applicant information**

Please input the business owner contact information as it should appear on the contract that will be generated to establish or re-establish natural gas service, or to upsize the meter due to the installation of additional natural gas appliances. The business owner will be liable to comply with all the terms and conditions outlined in the contract. SoCalGas will direct all communications, bills, and refunds to the business owner.

First name [redacted]

Last name [redacted]

Q4. **Business information**

Business name [redacted]

Q5. **Please select your business use industry from the drop-down list below.**

Natural Gas Vehicle Refueling Stations

Q6. **Is this project located within the state of California?**

- (●) Yes
- ( ) No

Q7. **Thank you for your submission. Unfortunately, your project is not located in California or within SoCalGas's territory. Therefore, we are unable to process your application at this time.**

This question was not displayed to the respondent.

Q8. **The following sections will help determine the eligibility of your exception application.**

Criteria (a) The project shows a demonstrable reduction in greenhouse gas emissions.

Q9. **Will the project show a demonstrable reduction in greenhouse gas emissions?**

- (●) Yes
- ( ) No

Q10. **Thank you for your submission. Unfortunately, your project does not show a demonstrable reduction in greenhouse gas emissions and therefore, we are unable to process your application at this time.**

Please click next to exit the application.

This question was not displayed to the respondent.

Q11. **Please explain how your project contributes to GHG reduction (please be as specific as possible).**

[redacted] will engage in a RNG fuel supply from California Dairies. The construction of new CNG station will allow replacement of Diesel trucks and/or reduce mileage driven to retail CNG stations or fueling locations.

Q12. **What is your project's yearly estimated GHG reduction compared to an alternative input? Please include calculations as appropriate.**

Target to reduce up to 80 diesel 3rd-party transfer trucks with [redacted] owned and new near zero emission CNG powered tractors.

Q13. **If you have any documents describing the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

[redacted]
51.2KB
application/pdf

Q14. **Are you able to provide documentation that shows you are taking part in GHG reduction (i.e., Low Carbon Fuel Standard (LCFS) and or Renewable Identification Number (RINs/ERINs credits)?**

- (●) Yes
- ( ) No

Q15. **See list below for additional greenhouse gas emission resources:**

Environmental Protection Agency
USEPA - General Stationary Combustion Source (Subpart C), Subpart C Methodologies
Argonne National Laboratory - Argonne GREET Model

Q16. **What is your estimated annual energy usage? This number will be used to calculate your allowance estimate.**

1,200,000 - 2,000,000 GGE's annually

Q17. **Does your project use technology that significantly increases energy efficiency over what is commercially available?**

- ○ Yes
- ◉ No

Q18. **Please describe how the technology increases energy efficiency (please be as specific as possible).**

This question was not displayed to the respondent.

Q19. **What is this project's estimated energy reduction? Please include calculations as appropriate.**

Unsure regarding estimated energy reduction beyond GHG emissions reduction.

Q20. **If you have any documents describing or explaining the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

Q21. **Criteria (b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016).**

See list below for a few helpful hyperlinks regarding California's climate goals:
Senate Bill 32 California Global Warming Solutions Act of 2006
California Air Resource Board (CARB)
2022 Scoping Plan for Achieving Carbon Neutrality

Q22. **Is your project consistent with California's climate goals?**

- ◉ Yes
- ○ No

Q23. **How is your line extension project consistent with California's climate goals?**

[redacted] will comply with State of California ACF regulations. [redacted] waste and recycling providers in the State of California, [redacted] is dedicated to all climate goals including compliance with AB [redacted] and sustainability targets

Q24. **Does your project qualify for any of the following programs? (select all that apply)**

- ☐ Self-Generation Incentive Program
- ☐ Demand Side Grid Support
- ☐ Energy Efficiency
- ☐ Distributed Energy Resources Services Tariff
- ☑ Clean Transportation
- ☐ Other program (please specify) _____
- ☐ None of the above

Q26. **What are your organization's sustainability goals?**

[redacted] has pioneered innovative environmental solutions to serve greater Southern California community. Our groundbreaking technology and initiatives aim to move California toward a more sustainable future by diverting valuable resources from landfills. Through recycling, organics diversion, and near-zero emission fleet powered by ~400 CI renewable gas primarily from California dairies, we are pursuing a zero-waste future that empowers our communities to reduce their environmental footprint by safely returning materials to industry or soil without any adverse effects to human, animal, or global health.

Q27. **Criteria (c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.**

Q28. **Are there any other feasible alternatives to the use of natural gas?**

- (●) Yes
- ( ) No

Q29. **What other technology alternatives are available for your business or operation?**

Introduction of electric powered waste hauling trucks are being developed. However, the cost, weight, and performance limitations are challenging at this time.

Q30. **How would you operate your business if natural gas equipment was not available?**

[redacted] would target adherence to State of California ACF requirements, which could potentially require zero-emission vehicles.

Q31. **What is your end use of natural gas?**

To power our fleet of waste, recycling and organics service vehicles.

Q32. **Project location Information:**

Please provide the project details.

Street address (please provide unit number if applicable)	[redacted]
City	[redacted]
County	[redacted]
Zip Code	[redacted]
Project contact name (who can SoCalGas contact if more information is needed)	[redacted]
E-mail address	[redacted]
Best contact phone number (use this format: 000-000-0000)	[redacted]

Confidential Protected Materials Pursuant to PUC Section 583, General Order 66, and D.21-09-020.

Q33. Is this project located in a Disadvantaged community?

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes as well a high incidence of asthma and heart disease.

To find out if your project is located in a Disadvantaged community, please click the link here.

- (●) Yes
- ( ) No

Q34. **Air district for the project location:**

South Coast AQMD (Los Angeles County except for Antelope Valley AQMD, Orange, the western portion of San Bernardino and the western portion of Riverside counties)

Q35. **Please provide the requested gas meter turn-on date for this project below.**

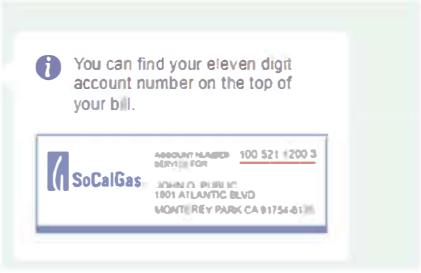
Q36. Enter a date:

11-02-2026

Q37. **Project Construction Status**

- (●) New
- ( ) Existing

Q38. **Please provide the customer account number/BAID (BAID; is a 11-digit number found at the top of your bill).**



This question was not displayed to the respondent.

Q39. **Please list any equipment included in this project application.**

Please list all new and existing natural gas equipment and load.

*If you have multiple pieces of the same type of equipment with different loads, please list them separately.

- [x] Equipment 1: Estimated 4 Ariel compressors, HY-C and storage for CNG station
- [x] Equipment 2: Assuming between 110-200 trucks will be fueling CNG daily from this CNG station
- [ ] Equipment 3:
- [ ] Equipment 4:
- [ ] Equipment 5:

Q40. **Please provide the information requested for each piece of equipment you stated.**

Existing equipment includes any natural gas equipment currently at your project site. ***New*** equipment includes any natural gas equipment you plan to install that is not currently at your project site.

	New or Existing	Measurement per hour (Enter only numerical values)	Unit of measurement (Please select MBTUH, SCFM or SCFH from the drop down)	End Use	# of units	# of operating hours per day (Not to exceed 24)	# of operating days per week	# of weeks per year (Not to exceed 52)
Estimated 4 Ariel compressors, HY-C and storage for CNG station	New	100	MBTUH	NGV/CNG/RNG	4	24	7	52
Assuming between 110-200 trucks will be fueling CNG daily from this CNG station	Existing	5	MBTUH	NGV/CNG/RNG	More than 10	12	6	52

Q41. **Please provide any additional project information you feel is pertinent to your application.**

[redacted] is developing the new property and proposes installation of new CNG station. The site will allow [redacted] to continue growth is supporting our residential, commercial, and industrial customers for waste and recycling services. [redacted] goal is to expand CNG powered fleet, replace 3rd party diesel long-haul transfer fleet, and expand near-zero emission fleet powered by RNG.

Q42. **Please upload any additional documents or proposed testimony you feel are pertinent to your application.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif

Uploaded files should not exceed 50MB each

Only one file is allowed per upload section

[redacted]
203.2KB
application/pdf

Q43.

Q44.

Q45.

Q46 You have completed the required questions. Click "Submit" to submit your application.

Confidential and Protected Materials Pursuant to PUC S

To view and sign the customer attestation, please click here to download the file.

If you have any questions, please email us at NBAllowanceException@socalgas.com.

Q1. **Apply for the New Business Allowance Exception Application**

Please fill out the information below to begin your New Business Allowance Exception Application. Responses must be completed in a single session as they cannot be saved. Once submitted, you will receive confirmation of your application receipt.

Q2.
Background:
Pursuant to the California Public Utilities Commission (CPUC) Decision 22-09-026 as part of Rulemaking 19-01-011, Order Instituting Rulemaking Regarding Building Decarbonization, customers may request approval from the CPUC through an annual application for a gas line extension allowance, a 10-year refundable payment option, or a 50 percent discount payment option for non-residential projects meeting the criteria established below:

(a) The project shows a demonstrable reduction in greenhouse gas emissions;

(b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016); and

(c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Eligible projects will be included in an annual application submitted by the gas utilities on behalf of project applicants requesting an exception to the new rules.

Disclaimer: SoCalGas' sole responsibility is to review all applications and submit qualifying projects to the CPUC for final approval or rejection. SoCalGas and/or the CPUC may require additional documentation or information to proceed with the application process. Per the CPUC, SoCalGas is only permitted to submit applications once per year, this means that the response timeline could vary greatly. Due to this, SoCalGas cannot provide any timeline for Gas Line Extension Allowances, Refunds, or Discount Exceptions.

Q3. **Applicant information**

Please input the business owner contact information as it should appear on the contract that will be generated to establish or re-establish natural gas service, or to upsize the meter due to the installation of additional natural gas appliances. The business owner will be liable to comply with all the terms and conditions outlined in the contract. SoCalGas will direct all communications, bills, and refunds to the business owner.

First name [redacted]

Last name [redacted]

Q4. **Business information**

Business name [redacted]

Q5. **Please select your business use industry from the drop-down list below.**

Clean Transportation (CNG, RNG, Hydrogen)

Q6. **Is this project located within the state of California?**

- (●) Yes
- ( ) No

Q7. **Thank you for your submission. Unfortunately, your project is not located in California or within SoCalGas's territory. Therefore, we are unable to process your application at this time.**

This question was not displayed to the respondent.

Confidential and Protected Materials Pursuant to PUC Section 583, General Order 66, and D.21-09-020.

Q8. **The following sections will help determine the eligibility of your exception application.**

Criteria (a) The project shows a demonstrable reduction in greenhouse gas emissions.

Q9. **Will the project show a demonstrable reduction in greenhouse gas emissions?**

- (●) Yes
- ( ) No

Q10. **Thank you for your submission. Unfortunately, your project does not show a demonstrable reduction in greenhouse gas emissions and therefore, we are unable to process your application at this time.**

Please click next to exit the application.

This question was not displayed to the respondent.

Q11. **Please explain how your project contributes to GHG reduction (please be as specific as possible).**

Replacing Diesel waste hauling trucks into near-zero emissions trucks fueled by renewable CNG produced by CA dairies

Q12. **What is your project's yearly estimated GHG reduction compared to an alternative input? Please include calculations as appropriate.**

31,635 MT CO2e/year

Q13. **If you have any documents describing the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

[redacted]
11.5KB
application/vnd.openxmlformats-officedocument.spreadsheetml.sheet

Q14. **Are you able to provide documentation that shows you are taking part in GHG reduction (i.e., Low Carbon Fuel Standard (LCFS) and or Renewable Identification Number (RINs/ERINs credits)?**

- (●) Yes
- ( ) No

Q15. **See list below for additional greenhouse gas emission resources:**

Environmental Protection Agency
USEPA - General Stationary Combustion Source (Subpart C), Subpart C Methodologies
Argonne National Laboratory - Argonne GREET Model

Q16. **What is your estimated annual energy usage? This number will be used to calculate your allowance estimate.**

110,000 CFH estimated. We have provided four different volume scenarios proposed pending PSE analysis

Q17. **Does your project use technology that significantly increases energy efficiency over what is commercially available?**

- ○ Yes
- ◉ No

Q18. **Please describe how the technology increases energy efficiency (please be as specific as possible).**

This question was not displayed to the respondent.

Q19. **What is this project's estimated energy reduction? Please include calculations as appropriate.**

see GHG reduction estimations

Q20. **If you have any documents describing or explaining the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

Q21. **Criteria (b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016).**

See list below for a few helpful hyperlinks regarding California's climate goals:
Senate Bill 32 California Global Warming Solutions Act of 2006
California Air Resource Board (CARB)
2022 Scoping Plan for Achieving Carbon Neutrality

Q22. **Is your project consistent with California's climate goals?**

- ◉ Yes
- ○ No

Q23. **How is your line extension project consistent with California's climate goals?**

Reduction of GHG and utilization of CA renewable CNG produced at CA Dairy farms. [redacted] current RNG supply agreement is at -400 CI

Q24. **Does your project qualify for any of the following programs? (select all that apply)**

- ☐ Self-Generation Incentive Program
- ☐ Demand Side Grid Support
- ☐ Energy Efficiency
- ☐ Distributed Energy Resources Services Tariff
- ☑ Clean Transportation
- ☐ Other program (please specify)

☐ None of the above

Q25. **To learn more about California Energy Commission programs click here.**

Q26. **What are your organization's sustainability goals?**

Athens is one of [redacted] largest waste and recycling companies, with a fleet approaching [redacted] vehicles. [redacted] operates [redacted] material recover facilities for recycling and waste diversion. [redacted] operates composting facilities and [redacted].

Q27. **Criteria (c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.**

Q28. **Are there any other feasible alternatives to the use of natural gas?**

◉ Yes
○ No

Q29. **What other technology alternatives are available for your business or operation?**

Electric vehicles are being developed, with some currently operational. Electric vehicles are currently much more expensive, have less payloads, and would require significant support for electrical upgrades

Q30. **How would you operate your business if natural gas equipment was not available?**

[redacted] will comply with all state, ACF, AQMD regulations in performing our services.

Q31. **What is your end use of natural gas?**

Fueling our waste, recycling, organic, street sweepers and fleet equipment.

Q32. **Project location Information:**

Please provide the project details.

Street address (please provide unit number if applicable)	[redacted]
City	[redacted]
County	[redacted]
Zip Code	[redacted]
Project contact name (who can SoCalGas contact if more information is needed)	[redacted]

E-mail address [redacted]

format: 000-000-0000)

Q33. **Is this project located in a disadvantaged community?**

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes as well a high incidence of asthma and heart disease.

To find out if your project is located in a Disadvantaged community, please click the link here.

- (●) Yes
- ( ) No

Q34. **Air district for the project location:**

South Coast AQMD (Los Angeles County except for Antelope Valley AQMD, Orange, the western portion of San Bernardino and the western portion of Riverside counties)

Q35. **Please provide the requested gas meter turn-on date for this project below.**

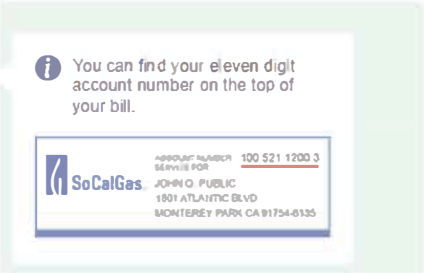
Q36. Enter a date:

11-30-2026

Q37. **Project Construction Status**

- (●) New
- ( ) Existing

Q38. **Please provide the customer account number/BAID (BAID; is a 11-digit number found at the top of your bill).**



This question was not displayed to the respondent.

Q39. **Please list any equipment included in this project application.**

Please list all new and existing natural gas equipment and load.

*If you have multiple pieces of the same type of equipment with different loads, please list them separately.

- [x] Equipment 1: waste vehicles and equipment
- [ ] Equipment 2:
- [ ] Equipment 3:
- [ ] Equipment 4:
- [ ] Equipment 5:

Q40. **Please provide the information requested for each piece of equipment you stated.**

Existing equipment includes any natural gas equipment currently at your project site. ***New*** equipment includes any natural gas equipment you plan to install that is not currently at your project site.

	New or Existing	Measurement per hour (Enter only numerical values)	Unit of measurement (Please select MBTUH, SCFM or SCFH from the drop down)	End Use	# of units	# of operating hours per day (Not to exceed 24)	# of operating days per week	# of weeks per year (Not to exceed 52)
waste vehicles and equipment	Existing	4	MBTUH	NGV/CNG/RNG	More than 10	12	6	52

Q41. **Please provide any additional project information you feel is pertinent to your application.**

[redacted] seeks to develop a new CNG station to provide renewable CNG for fleet. This would include options to replace current diesel tractor/trailer routes with near-zero emission trucks for long-haul of materials to distant landfills or organics facilities.

Q42. **Please upload any additional documents or proposed testimony you feel are pertinent to your application.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif

Uploaded files should not exceed 50MB each

Only one file is allowed per upload section

Q43.

Q44.

Q45.

Q46. **You have completed the required questions. Click "Submit" to submit your application.**

To view and sign the customer attestation, please click here to download the file.

If you have any questions, please email us at NBAllowanceException@socalgas.com.

From: New Business Allowance Application Exception
To: NB Allowance Exception
Subject: [EXTERNAL] New Business Allowance Application Exception Response Form
Date: Friday, February 6, 2026 3:06:42 PM

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This email came from outside the company. If you're unsure whether this message is harmless, click the "Report Suspicious" button.

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A new application has been submitted. Please see the results below.

Download as PDF [socalgas.iad1.qualtrics.com]

Recipient Data:

Response ID	R_77gnGfgUKI99cVd
End Date	2026-02-06T23:06:22Z
IP Address	

URL to view Results	[Click Here [socalgas.iad1.qualtrics.com]]

Response Summary:

Apply for the New Business Allowance Exception Application

Please fill out the information below to begin your New Business Allowance Exception Application. Responses must be completed in a single session as they cannot be saved. Once submitted, you will receive confirmation of your application receipt.

Background:

Pursuant to the California Public Utilities Commission (CPUC) Decision 22-09-026 as part of Rulemaking 19-01-011, Order Instituting Rulemaking Regarding Building Decarbonization, customers may request approval from the CPUC through an annual

application for a gas line extension allowance, a 10-year refundable payment option, or a 50 percent discount payment option for non-residential projects meeting the criteria established below:

(a) The project shows a demonstrable reduction in greenhouse gas emissions;

(b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016); and

(c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Eligible projects will be included in an annual application submitted by the gas utilities on behalf of project applicants requesting an exception to the new rules.

Disclaimer: SoCalGas' sole responsibility is to review all applications and submit qualifying projects to the CPUC for final approval or rejection. SoCalGas and/or the CPUC may require additional documentation or information to proceed with the application process. Per the CPUC, SoCalGas is only permitted to submit applications once per year, this means that the response timeline could vary greatly. Due to this, SoCalGas cannot provide any timeline for Gas Line Extension Allowances, Refunds, or Discount Exceptions.

Q3. Applicant information

Please input the business owner contact information as it should appear on the contract that will be generated to establish or re-establish natural gas service, or to upsize the meter due to the installation of additional natural gas appliances. The business owner will be liable to comply with all the terms and conditions outlined in the contract. SoCalGas will direct all communications, bills, and refunds to the business owner.

First name	[redacted]

Last name	[redacted]

Q4. Business information

Business name	[redacted]

Q5. Please select your business use industry from the drop-down list below.

- Natural Gas Vehicle Refueling Stations

Q6. Is this project located within the state of California?

- Yes

The following sections will help determine the eligibility of your exception application.

Criteria (a) The project shows a demonstrable reduction in greenhouse gas emissions.

Q9. Will the project show a demonstrable reduction in greenhouse gas emissions?

- Yes

Q11. Please explain how your project contributes to GHG reduction (please be as specific as possible).

Build a CNG fueling station to provide renewable CNG to our fleet servicing residential, commercial and industrial customers for waste, recycling, organics, and

Q12. What is your project's yearly estimated GHG reduction compared to an alternative input? Please include calculations as appropriate.

21,090 MT CO2e/year

Q13. If you have any documents describing the calculations, please upload them using the tool below.

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

[Click here [socalgas.iad1.qualtrics.com]]

Q14. Are you able to provide documentation that shows you are taking part in GHG reduction (i.e., Low Carbon Fuel Standard (LCFS) and or Renewable Identification Number (RINs/ERINs credits)?

- Yes

See list below for additional greenhouse gas emission resources:

Environmental Protection Agency [epa.gov]

USEPA - General Stationary Combustion Source (Subpart C), Subpart C Methodologies [epa.gov]

Argonne National Laboratory - Argonne GREET Model [greet.es.anl.gov]

Q16. What is your estimated annual energy usage? This number will be used to calculate your allowance estimate.

600,000 GGE's of renewable CNG

Q17. Does your project use technology that significantly increases energy efficiency over what is commercially available?

- No

Q19. What is this project's estimated energy reduction? Please include calculations as appropriate.

Provide CNG fueling station for existing fleet and future expansion. Meet ACF and sustainability requirements and goals.

Q20. If you have any documents describing or explaining the

calculations, please upload them using the tool below.

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

N/A

Criteria (b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016).

See list below for a few helpful hyperlinks regarding California's climate goals:

Senate Bill 32 California Global Warming Solutions Act of 2006

California Air Resource Board (CARB)

2022 Scoping Plan for Achieving Carbon Neutrality

Q22. Is your project consistent with California's climate goals?

- Yes

Q23. How is your line extension project consistent with California's climate goals?

Assist meeting ACF and GHG reductions

Q24. Does your project qualify for any of the following programs? (select all that apply)

- Clean Transportation

To learn more about California Energy Commission programs click here.

Q26. What are your organization's sustainability goals?

[redacted] is [redacted] waste, recycling,

organics and street sweeping providers. Focusing on recycling and waste diversion, [redacted] does so with complying or exceeding all local, state and federal recycling, compliance, and sustainability goals. [redacted] sustainability is noted on [redacted]

Criteria (c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Q28. Are there any other feasible alternatives to the use of natural gas?

- Yes

Q29. What other technology alternatives are available for your business or operation?

Electric trucks are becoming available. However, costs, load limitations and power grid/site capabilities prohibit full engagement at this time. [redacted] will fully comply with all state and federal regulations.

Q30. How would you operate your business if natural gas equipment was not available?

Diesel, Electric, or possibly hydrogen powered vehicles.

Q31. What is your end use of natural gas?

Fuel fleet and equipment

Q32. Project location Information:

Please provide the project details.

Street address (please provide unit number if applicable)	[redacted]
City	[redacted]
County	[redacted]
Zip Code	[redacted]
Project contact	

name (who can SoCalGas contact if more information is needed)	[redacted]
E-mail address	[redacted]
Best contact phone number (use this format: 000-000-0000)	[redacted]

Q33. Is this project located in a disadvantaged community?

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes as well a high incidence of asthma and heart disease.

To find out if your project is located in a Disadvantaged community, please click the link here.

- Yes

Q34. Air district for the project location:

- Other

Please provide the requested gas meter turn-on date for this project below.

Q36. Enter a date:

12-01-2026

Q37. Project Construction Status

- New

Q39. Please list any equipment included in this project application.

Please list all new and existing natural gas equipment and load.

***If you have multiple pieces of the same type of equipment with different loads, please list them separately.**

- Equipment 1:
  75 trucks

Q34#1. Please provide the information requested for each piece of equipment you stated.

***Existing* equipment includes any natural gas equipment currently at your project site. *New* equipment includes any natural gas equipment you plan to install that is not currently at your project site. - New or Existing**

Equipment 1	Existing

Q34#2. Please provide the information requested for each piece of equipment you stated.

***Existing* equipment includes any natural gas equipment currently at your project site. *New* equipment includes any natural gas equipment you plan to install that is not currently at your project site. - Unit of measurement (Please select MBTUH, SCFM or SCFH from the drop down)**

Equipment 1	MBTUH

Q34#3. Please provide the information requested for each piece of equipment you stated.

***Existing* equipment includes any natural gas equipment currently at your project site. *New* equipment includes any natural gas equipment you plan to install that is not currently at your project site. - End Use**

Equipment 1	NGV/CNG/RNG

Q34#4. Please provide the information requested for each piece of equipment you stated.

Existing **equipment includes any natural gas equipment currently at your project site.** ***New*** **equipment includes any natural gas equipment you plan to install that is not currently at your project site. - # of units**

Equipment 1	More than 10

Q34#5. Please provide the information requested for each piece of equipment you stated.

Existing **equipment includes any natural gas equipment currently at your project site.** ***New*** **equipment includes any natural gas equipment you plan to install that is not currently at your project site. - # of operating hours per day (Not to exceed 24)**

Equipment 1	12
Equipment 2	N/A
Equipment 3	N/A
Equipment 4	N/A
Equipment 5	N/A

Q34#6. Please provide the information requested for each piece of equipment you stated.

Existing **equipment includes any natural gas equipment currently at your project site.** ***New*** **equipment includes any natural gas equipment you plan to install that is not currently at your project site. - # of operating days per week**

Equipment 1	6

Q34#7. Please provide the information requested for each piece of equipment you stated.

Existing **equipment includes any natural gas equipment currently at your project site.** ***New*** **equipment includes any natural gas equipment you plan to install that is not currently at your project site. - # of weeks per year (Not to exceed 52)**

Equipment 1	52
Equipment 2	N/A
Equipment 3	N/A
Equipment 4	N/A
Equipment 5	N/A

Q34#8. Please provide the information requested for each piece of equipment you stated.

Existing **equipment includes any natural gas equipment currently at your project site.** ***New*** **equipment includes any natural gas equipment you plan to install that is not currently at your project site. - Measurement per hour (Enter only numerical values)**

Equipment 1	4
Equipment 2	N/A
Equipment 3	N/A
Equipment 4	N/A
Equipment 5	N/A

Q41. Please provide any additional project information you feel is pertinent to your application.

This property is being considered for purchase and future CNG station development. [redacted] is actively seeking a new facility in [redacted]. Any potential purchase or development of new property in [redacted] for [redacted] operations would be impacted by cost of development and whether any possible subsidization is available.

Q42. Please upload any additional documents or proposed testimony you feel are pertinent to your application.

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif

Uploaded files should not exceed 50MB each

Only one file is allowed per upload section

N/A

Q43.
N/A

Q44.
N/A

Q45.
N/A

You have completed the required questions. Click “Submit” to submit your application.

To view and sign the customer attestation, please click here [socalgas.co1.qualtrics.com] to download the file.

If you have any questions, please email us at NBAllowanceException@socalgas.com.

Embedded Data:

N/A

Q1. **Apply for the New Business Allowance Exception Application**

Please fill out the information below to begin your New Business Allowance Exception Application. Responses must be completed in a single session as they cannot be saved. Once submitted, you will receive confirmation of your application receipt.

Q2.
Background:
Pursuant to the California Public Utilities Commission (CPUC) Decision 22-09-026 as part of Rulemaking 19-01-011, Order Instituting Rulemaking Regarding Building Decarbonization, customers may request approval from the CPUC through an annual application for a gas line extension allowance, a 10-year refundable payment option, or a 50 percent discount payment option for non-residential projects meeting the criteria established below:

(a) The project shows a demonstrable reduction in greenhouse gas emissions;

(b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016); and

(c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Eligible projects will be included in an annual application submitted by the gas utilities on behalf of project applicants requesting an exception to the new rules.

Disclaimer: SoCalGas' sole responsibility is to review all applications and submit qualifying projects to the CPUC for final approval or rejection. SoCalGas and/or the CPUC may require additional documentation or information to proceed with the application process. Per the CPUC, SoCalGas is only permitted to submit applications once per year, this means that the response timeline could vary greatly. Due to this, SoCalGas cannot provide any timeline for Gas Line Extension Allowances, Refunds, or Discount Exceptions.

Q3. **Applicant information**

Please input the business owner contact information as it should appear on the contract that will be generated to establish or re-establish natural gas service, or to upsize the meter due to the installation of additional natural gas appliances. The business owner will be liable to comply with all the terms and conditions outlined in the contract. SoCalGas will direct all communications, bills, and refunds to the business owner.

First name [redacted]

Last name [redacted]

Q4. **Business information**

Business name [redacted]

Q5. **Please select your business use industry from the drop-down list below.**

Clean Transportation (CNG, RNG, Hydrogen)

Q6. **Is this project located within the state of California?**

- (●) Yes
- ( ) No

Q7. **Thank you for your submission. Unfortunately, your project is not located in California or within SoCalGas's territory. Therefore, we are unable to process your application at this time.**

This question was not displayed to the respondent.

Q8. **The following sections will help determine the eligibility of your exception application.**

Criteria (a) The project shows a demonstrable reduction in greenhouse gas emissions.

Q9. **Will the project show a demonstrable reduction in greenhouse gas emissions?**

- (●) Yes
- ( ) No

Q10. **Thank you for your submission. Unfortunately, your project does not show a demonstrable reduction in greenhouse gas emissions and therefore, we are unable to process your application at this time.**

Please click next to exit the application.

This question was not displayed to the respondent.

Q11. **Please explain how your project contributes to GHG reduction (please be as specific as possible).**

Consuming CNG / RNG significantly reduces greenhouse gas emissions compared to diesel. The customers we anticipate utilizing the station are replacing diesel trucks with CNG / RNG powered trucks.

Q12. **What is your project's yearly estimated GHG reduction compared to an alternative input? Please include calculations as appropriate.**

Estimated Annual GHG Reduction (Compared to Diesel Baseline): Approximately 41,100 metric tons of CO_2e per year. Methodology and Assumptions: The estimated GHG reduction is based on a comparison of renewable natural gas (RNG) used for CNG vehicle fueling versus conventional diesel fuel, using California Air Resources Board (CARB) Low Carbon Fuel Standard (LCFS) carbon intensity (CI) values and annual fuel throughput assumptions consistent with prior grant applications. Annual fueling throughput: approximately 1,000,000 gasoline gallon equivalents (GGE) per year Diesel baseline CI: 105.76 gCO_2e/MJ RNG CI (dairy-based RNG pathway): −250 gCO_2e/MJ Calculation: The CI differential between diesel and RNG is 355.76 gCO_2e/MJ. Applying this differential to the estimated annual energy throughput results in an annual GHG reduction of approximately 4.11×10^{10} grams CO_2e, or ~41,100 metric tons CO_2e per year. All values are estimates and rounded; actual reductions may vary based on final fuel volumes and pathway-specific CI values.

Q13. **If you have any documents describing the calculations, please upload them using the tool below.**

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Q14. **Are you able to provide documentation that shows you are taking part in GHG reduction (i.e., Low Carbon Fuel Standard (LCFS) and or Renewable Identification Number (RINs/ERINs credits)?**

- (●) Yes
- ( ) No

Q15. **See list below for additional greenhouse gas emission resources:**

Environmental Protection Agency
USEPA - General Stationary Combustion Source (Subpart C), Subpart C Methodologies
Argonne National Laboratory - Argonne GREET Model

Q16. **What is your estimated annual energy usage? This number will be used to calculate your allowance estimate.**

Estimated Annual Energy Usage: Approximately 125,000 MMBtu per year. Basis: This estimate is based on an annual fueling throughput of approximately 1,000,000 gasoline gallon equivalents (GGE) per year, converted to energy units for CNG. The value represents total annual natural gas energy consumption associated with vehicle fueling operations at the site.

Q17. **Does your project use technology that significantly increases energy efficiency over what is commercially available?**

- (●) Yes
- ( )

Q18. **Please describe how the technology increases energy efficiency (please be as specific as possible).**

This project utilizes modern CNG compression technology that improves overall energy efficiency compared to traditional or legacy fueling station designs. The proposed system incorporates appropriately sized hydraulic and electric compressor equipment tailored to the station's actual fueling demand, rather than oversized reciprocating compressors commonly used in older CNG installations. By right-sizing the compression equipment and using more efficient compressor designs, the station reduces parasitic electrical loads, minimizes unnecessary run time, and improves overall system efficiency. The integrated controls and sequencing further optimize operation by matching compressor usage to real-time fueling demand, reducing idle operation and energy waste. Collectively, these design choices lower total energy consumption per unit of fuel dispensed compared to conventional CNG station configurations.

Q19. **What is this project's estimated energy reduction? Please include calculations as appropriate.**

The proposed compression system is expected to reduce overall station energy consumption relative to a conventional CNG station design through the use of smaller, more efficient compressors and optimized operating profiles. Based on prior project benchmarks and manufacturer performance data, the proposed configuration is estimated to reduce overall electrical energy demand for compression by approximately 10–15% compared to a traditional reciprocating compressor-based station designed for equivalent throughput. This reduction is achieved through improved compressor efficiency, reduced oversizing, and optimized run times aligned with actual fueling demand. The energy reduction estimate is qualitative and comparative in nature; exact savings will vary based on final operating conditions, fueling patterns, and equipment duty cycles.

Q20. **If you have any documents describing or explaining the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

Q21. **Criteria (b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016).**

See list below for a few helpful hyperlinks regarding California's climate goals:
Senate Bill 32 California Global Warming Solutions Act of 2006
California Air Resource Board (CARB)
2022 Scoping Plan for Achieving Carbon Neutrality

Q22. **Is your project consistent with California's climate goals?**

- (●) Yes
- ( ) No

Q23. **How is your line extension project consistent with California's climate goals?**

The line extension supports California's climate goals by enabling the continued use of low-carbon transportation fuels for an existing CNG vehicle fleet. The project facilitates the delivery of renewable natural gas (RNG) for vehicle fueling, which has a significantly lower carbon intensity than conventional diesel fuel and supports greenhouse gas reduction targets established under SB 32 and the California Air Resources Board (CARB) Scoping Plan. By providing localized fueling infrastructure, the project reduces vehicle miles traveled associated with off-site refueling, improves operational efficiency for clean transportation fleets, and supports the State's transition to lower-carbon transportation solutions. The line extension is therefore consistent with California's climate policies by enabling near-term, measurable GHG reductions in the transportation sector while supporting existing clean fuel infrastructure.

Q24. **Does your project qualify for any of the following programs? (select all that apply)**

- [ ] Self-Generation Incentive Program
- [ ] Demand Side Grid Support
- [ ] Energy Efficiency
- [ ] Distributed Energy Resources Services Tariff
- [x] Clean Transportation
- [ ] Other program (please specify) _____
- [ ] None of the above

Q25. **To learn more about California Energy Commission programs click here.**

Q26. **What are your organization's sustainability goals?**

[redacted] sustainability goals focus on reducing environmental impacts while supporting cleaner transportation solutions. Through [redacted] the company invests in alternative and low-carbon fuel infrastructure, including renewable natural gas and other cleaner fuel options, to help customers reduce emissions. [redacted] also incorporates sustainable operational practices, such as energy efficiency measures, recycling programs, and water conservation, to lower its overall environmental footprint and support a more sustainable transportation network.

Q27. **Criteria (c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.**

Q28. **Are there any other feasible alternatives to the use of natural gas?**

- ○ Yes
- ◉ No

Q29. **What other technology alternatives are available for your business or operation?**

Electrification and other alternative fueling technologies were considered; however, they are not feasible for this project. The project is intended to serve an existing CNG vehicle fleet, and alternative technologies would require fleet replacement, additional infrastructure, and operational changes that are not practical or achievable within the project scope.

Q30. **How would you operate your business if natural gas equipment was not available?**

Without natural gas equipment, the project would not be able to support existing CNG fueling operations. Fleet vehicles would be required to travel off-site to refuel, increasing vehicle miles traveled, operational inefficiencies, and emissions associated with refueling trips. This would negatively impact fleet operations and undermine the project's clean transportation objectives.

Q31. **What is your end use of natural gas?**

The end use of natural gas for this project is vehicle fueling. Natural gas is compressed on site and dispensed as compressed natural gas (CNG), including renewable natural gas (RNG), to support clean transportation fleet operations.

Q32. **Project location Information:**

Please provide the project details.

Street address (please provide unit number if applicable)	[redacted]
City	[redacted]
County	[redacted]
Zip Code	[redacted]
Project contact name (who can SoCalGas contact if more information is needed)	[redacted]
E-mail address	[redacted]
Best contact phone number (use this format: 000-000-0000)	[redacted]

Q33. **Is this project located in a disadvantaged community?**

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes as well a high incidence of asthma and heart disease.

To find out if your project is located in a Disadvantaged community, please click the link here.

- (●)
- ( )

Q34. **Air district for the project location:**

South Coast AQMD (Los Angeles County except for Antelope Valley AQMD, Orange, the western portion of San Bernardino and the western portion of Riverside counties)

Q35. **Please provide the requested gas meter turn-on date for this project below.**

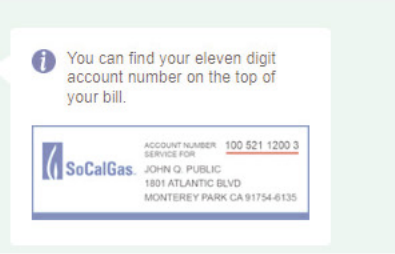
Q36. Enter a date:

01-01-2027

Q37. **Project Construction Status**

- (●) New
- ( ) Existing

Q38. **Please provide the customer account number/BAID (BAID; is a 11-digit number found at the top of your bill).**



This question was not displayed to the respondent.

Q39. **Please list any equipment included in this project application.**

Please list all new and existing natural gas equipment and load.

*If you have multiple pieces of the same type of equipment with different loads, please list them separately.

[x] Equipment 1	CNG Compressor Package – ANGI NG-3000-E-54 (250 HP), primary CNG compression unit (Qty: 2)
[x] Equipment 2	CNG Compressor Package – Trillium 5 HVC (75 HP), secondary/supplemental CNG compression unit (Qty: 1)
[x] Equipment 3	Natural Gas Dryer – PSA NG-5R-13-DDP-HP, upstream gas drying for CNG compression (Qty: 1)
[x] Equipment 4	CNG Storage Vessels, high-pressure CNG storage for vehicle fueling (Qty: 3)
[x] Equipment 5	CNG Public Fueling Equipment, including valve panel and public dispensers (single-hose and twin-hose) for vehicle fueling

Q40. **Please provide the information requested for each piece of equipment you stated.**

Existing equipment includes any natural gas equipment currently at your project site. ***New*** equipment includes any natural gas equipment you plan to install that is not currently at your project site.

	New or Existing	Measurement per hour (Enter only numerical values)	Unit of measurement (Please select MBTUH, SCFM or SCFH from the drop down)	End Use	# of units	# of operating hours per day (Not to exceed 24)	42# of operating days per week	# of weeks per year (Not to exceed 52)
CNG Compressor Package – ANGI NG-3000-E-54 (250 HP), primary CNG compression unit (Qty: 2)	New	0	MBTUH	NGV/CNG/RNG	2	8	5	52
CNG Compressor Package – Trillium 5 HVC (75 HP), secondary/supplemental CNG compression unit (Qty: 1)	New	0	MBTUH	NGV/CNG/RNG	1	8	5	52
Natural Gas Dryer – PSA NG-5R-13-DDP-HP, upstream gas drying for CNG compression (Qty: 1)	New	0	MBTUH	NGV/CNG/RNG	1	8	5	52
CNG Storage Vessels, high-pressure CNG storage for vehicle fueling (Qty: 3)	New	0	MBTUH	NGV/CNG/RNG	3	8	5	52
CNG Public Fueling Equipment, including valve panel and public dispensers (single-hose and twin-hose) for vehicle fueling	New	0	MBTUH	NGV/CNG/RNG	1	8	5	52

Q41. **Please provide any additional project information you feel is pertinent to your application.**

This project is part of a comprehensive clean transportation business model that integrates fuel supply, infrastructure development, and fleet support to deliver measurable greenhouse gas reductions. By pairing renewable natural gas (RNG) supply with localized CNG fueling infrastructure, the project enables near-term emissions reductions for an existing fleet while minimizing vehicle miles traveled associated with refueling. The project supports California's climate goals by leveraging proven, commercially available technology to achieve immediate environmental benefits within a designated disadvantaged community, without requiring fleet replacement or operational disruption.

Q42. **Please upload any additional documents or proposed testimony you feel are pertinent to your application.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif

Uploaded files should not exceed 50MB each

Only one file is allowed per upload section

Q43.

Q44.

Q45.

Q46. **You have completed the required questions. Click "Submit" to submit your application.**

To view and sign the customer attestation, please click here to download the file.

If you have any questions, please email us at NBAllowanceException@socalgas.com.

Q1. **Apply for the New Business Allowance Exception Application**

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Q2.
Background:
Pursuant to the California Public Utilities Commission (CPUC) Decision 22-09-026 as part of Rulemaking 19-01-011, Order Instituting Rulemaking Regarding Building Decarbonization, customers may request approval from the CPUC through an annual application for a gas line extension allowance, a 10-year refundable payment option, or a 50 percent discount payment option for non-residential projects meeting the criteria established below:

(a) The project shows a demonstrable reduction in greenhouse gas emissions;

(b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016); and

(c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Eligible projects will be included in an annual application submitted by the gas utilities on behalf of project applicants requesting an exception to the new rules.

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Q3. **Applicant information**

Please input the business owner contact information as it should appear on the contract that will be generated to establish or re-establish natural gas service, or to upsize the meter due to the installation of additional natural gas appliances. The business owner will be liable to comply with all the terms and conditions outlined in the contract. SoCalGas will direct all communications, bills, and refunds to the business owner.

First name [redacted]

Last name [redacted]

Q4. **Business information**

Business name [redacted]

Q5. **Please select your business use industry from the drop-down list below.**

Clean Transportation (CNG, RNG, Hydrogen)

Q6. **Is this project located within the state of California?**

- (●) Yes
- ( ) No

Q7. **Thank you for your submission. Unfortunately, your project is not located in California or within SoCalGas's territory. Therefore, we are unable to process your application at this time.**

This question was not displayed to the respondent.

Q8. **The following sections will help determine the eligibility of your exception application.**

Criteria (a) The project shows a demonstrable reduction in greenhouse gas emissions.

Q9. **Will the project show a demonstrable reduction in greenhouse gas emissions?**

- (●) Yes
- ( ) No

Q10. **Thank you for your submission. Unfortunately, your project does not show a demonstrable reduction in greenhouse gas emissions and therefore, we are unable to process your application at this time.**

Please click next to exit the application.

This question was not displayed to the respondent.

Q11. **Please explain how your project contributes to GHG reduction (please be as specific as possible).**

This project will use 100% -200ci RNG directly from one of our RNG production sites.

Q12. **What is your project's yearly estimated GHG reduction compared to an alternative input? Please include calculations as appropriate.**

the gas is -200ci. We are estimating this site to consume at least 500,000 gges annually. This site will reduce GHG emissions over diesel by at least 17,542 metric tons annually. Calculations are attached below.

Q13. **If you have any documents describing the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

Fleet GHG Reductions Calculator [redacted]
376.3KB
application/pdf

Q14. **Are you able to provide documentation that shows you are taking part in GHG reduction (i.e., Low Carbon Fuel Standard (LCFS) and or Renewable Identification Number (RINs/ERINs credits)?**

- (●) Yes
- ( ) No

Q15. **See list below for additional greenhouse gas emission resources:**

Environmental Protection Agency
USEPA - General Stationary Combustion Source (Subpart C), Subpart C Methodologies
Argonne National Laboratory - Argonne GREET Model

Q16. **What is your estimated annual energy usage? This number will be used to calculate your allowance estimate.**

500,000 gges

Q17. **Does your project use technology that significantly increases energy efficiency over what is commercially available?**

- ○ Yes
- ◉ No

Q18. **Please describe how the technology increases energy efficiency (please be as specific as possible).**

This question was not displayed to the respondent.

Q19. **What is this project's estimated energy reduction? Please include calculations as appropriate.**

Due to the high-pressure line we will use about half of the energy required as a normal CNG station.

Q20. **If you have any documents describing or explaining the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

Q21. **Criteria (b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016).**

See list below for a few helpful hyperlinks regarding California's climate goals:
Senate Bill 32 California Global Warming Solutions Act of 2006
California Air Resource Board (CARB)
2022 Scoping Plan for Achieving Carbon Neutrality

Q22. **Is your project consistent with California's climate goals?**

- ◉ Yes
- ○ No

Q23. **How is your line extension project consistent with California's climate goals?**

This project will significantly reduce GHG emissions over electric and diesel due to -200ci RNG.

Q24. **Does your project qualify for any of the following programs? (select all that apply)**

- ☐ Self-Generation Incentive Program
- ☐ Demand Side Grid Support

- [ ] Energy Efficiency
- [ ] Distributed Energy Resources Services Tariff
- [x] Clean Transportation
- [ ] Other program (please specify)
- [ ] None of the above

Q25. **To learn more about California Energy Commission programs click here.**

Q26. **What are your organization's sustainability goals?**

reduce carbon emissions to at or below net zero.

Q27. **Criteria (c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.**

Q28. **Are there any other feasible alternatives to the use of natural gas?**

- ○ Yes
- ◉ No

Q29. **What other technology alternatives are available for your business or operation?**

None

Q30. **How would you operate your business if natural gas equipment was not available?**

Diesel

Q31. **What is your end use of natural gas?**

Transportation

Q32. **Project location Information:**

Please provide the project details.

Street address (please provide unit number if applicable) [redacted]

City	[redacted]
County	[redacted]
Zip Code	[redacted]
Project contact name (who can SoCalGas contact if more information is needed)	[redacted]
E-mail address	[redacted]
Best contact phone number (use this format: 000-000-0000)	[redacted]

Q33. **Is this project located in a disadvantaged community?**

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes as well a high incidence of asthma and heart disease.

To find out if your project is located in a Disadvantaged community, please click the link here.

- ○ Yes
- ◉ No

Q34. **Air district for the project location:**

San Joaquin Valley APCD (all of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, Tulare, and Valley air basin portions of Kern counties)

Q35. **Please provide the requested gas meter turn-on date for this project below.**

Q36. Enter a date:

09-30-2026

Q37. **Project Construction Status**

- ◉ New
- ○ Existing

Q38. **Please provide the customer account number/BAID (BAID; is a 11-digit number found at the top of your bill).**



This question was not displayed to the respondent.

Q39. **Please list any equipment included in this project application.**

Please list all new and existing natural gas equipment and load.

*If you have multiple pieces of the same type of equipment with different loads, please list them separately.

- [x] Equipment 1: Ariel - ANGI 300 JGQ 200 hp - 275 psi - 787 scfm
- [ ] Equipment 2:
- [ ] Equipment 3:
- [ ] Equipment 4:
- [ ] Equipment 5:

Q40. **Please provide the information requested for each piece of equipment you stated.**

Existing equipment includes any natural gas equipment currently at your project site. ***New*** equipment includes any natural gas equipment you plan to install that is not currently at your project site.

	New or Existing	Measurement per hour (Enter only numerical values)	Unit of measurement (Please select MBTUH, SCFM or SCFH from the drop down)	End Use	# of units	# of operating hours per day (Not to exceed 24)	# of operating days per week	# of weeks per year (Not to exceed 52)
Ariel - ANGI 300 JGQ 200 hp - 275 psi - 787 scfm	New	136000	SCFH	NGV/CNG/RNG	More than 10	12	7	52

Q41. **Please provide any additional project information you feel is pertinent to your application.**

This site will also be open for public use.

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First name [redacted]

Last name [redacted]

Q4. **Business information**

Business name [redacted]

Q5. **Please select your business use industry from the drop-down list below.**

Clean Transportation (CNG, RNG, Hydrogen)

Q6. **Is this project located within the state of California?**

- (●) Yes
- ( ) No

Q7. **Thank you for your submission. Unfortunately, your project is not located in California or within SoCalGas's territory. Therefore, we are unable to process your application at this time.**

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Q8. **The following sections will help determine the eligibility of your exception application.**

Criteria (a) The project shows a demonstrable reduction in greenhouse gas emissions.

Q9. **Will the project show a demonstrable reduction in greenhouse gas emissions?**

- (●) Yes
- ( ) No

Q10. **Thank you for your submission. Unfortunately, your project does not show a demonstrable reduction in greenhouse gas emissions and therefore, we are unable to process your application at this time.**

Please click next to exit the application.

This question was not displayed to the respondent.

Q11. **Please explain how your project contributes to GHG reduction (please be as specific as possible).**

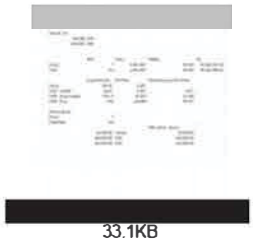
Developing compressed natural gas (CNG) refueling infrastructure will enable [redacted] to use low-carbon intensity renewable natural gas (RNG) as its vehicle fuel instead of conventional diesel. [redacted] will use RNG in its existing CNG powered tractors and this refueling infrastructure will enable [redacted] to expand its CNG fleet over time, replacing higher-emission diesel tractors. RNG, both in the tank-to-wheel phase and on a well-to-wheel lifecycle basis, exhibits a lower greenhouse gas (GHG) carbon intensity (CI) in grams of CO2 equivalent per megajoule (g CO2e/MJ) compared to conventional ultra-low sulfur diesel. RNG derived from dairy manure feedstock sourced from uncovered lagoons, which [redacted] can supply to California's CNG station infrastructure, significantly mitigates GHG emissions within the state. Dairy RNG projects not only address vehicle emissions, but also address agricultural sector emissions by preventing fugitive methane emissions at dairy farms, resulting in a negative-carbon intensity RNG fuel.

Q12. **What is your project's yearly estimated GHG reduction compared to an alternative input? Please include calculations as appropriate.**

GHG reduction is estimated based on the carbon intensity of RNG fuel compared to conventional fossil-based diesel fuel. Three RNG scenarios are evaluated: landfill RNG, mix of dairy and landfill RNG, dairy RNG. We expect 100% of CNG supplied to this station to be low CI RNG. Emissions estimates are based on expected fuel usage for the initial 50 CNG truck fleet (500,000 GGE of CNG consumption per year) compared to an EER adjusted 450,000 GGE of diesel per year. If needed, our RNG supplier can provide a list of their current RNG supply sources that are certified with CARB as a reference.

Q13. **If you have any documents describing the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload



33.1KB
image/png

Q14. **Are you able to provide documentation that shows you are taking part in GHG reduction (i.e., Low Carbon Fuel Standard (LCFS) and or Renewable Identification Number (RINs/ERINs credits)?**

- (●) Yes
- ( ) No

Q15. **See list below for additional greenhouse gas emission resources:**

Environmental Protection Agency

Q16. **What is your estimated annual energy usage? This number will be used to calculate your allowance estimate.**

500,000 GGEs a year or 4,000,000 MMBTUs a year

Q17. **Does your project use technology that significantly increases energy efficiency over what is commercially available?**

- ○ Yes
- ◉ No

Q18. **Please describe how the technology increases energy efficiency (please be as specific as possible).**

This question was not displayed to the respondent.

Q19. **What is this project's estimated energy reduction? Please include calculations as appropriate.**

Not applicable

Q20. **If you have any documents describing or explaining the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

Q21. **Criteria (b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016).**

See list below for a few helpful hyperlinks regarding California's climate goals:
Senate Bill 32 California Global Warming Solutions Act of 2006
California Air Resource Board (CARB)
2022 Scoping Plan for Achieving Carbon Neutrality

Q22. **Is your project consistent with California's climate goals?**

- ◉ Yes
- ○ No

Q23. **How is your line extension project consistent with California's climate goals?**

In 2022, California enacted Assembly Bill 1279, setting ambitious targets to reduce anthropogenic emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The transportation sector, which in 2023 contributed significantly to statewide emissions, is a key focus for these climate goals. Our line extension project aligns with these objectives by enabling [redacted] to utilize and grow its use of RNG as a vehicle fuel, a low-emission alternative that significantly reduces GHG emissions compared to diesel. Use of RNG, a biogenic fuel produced at landfills or dairy farms and delivered to this project by [redacted] can achieve a reportable reduction of over 90% in GHG emissions during the vehicle-use phase for heavy-duty trucks. Additionally, when RNG is sourced from in-state dairy manure projects, it further reduces GHG emissions in California's agricultural sector by mitigating fugitive methane emissions. While the primary focus is on GHG reductions, it's also important to note that using RNG in trucks reduces criteria pollutants like NOx, which are hazardous to health. By supporting the transition to cleaner energy sources in transportation, our project directly contributes to California's efforts to mitigate climate change, improve air quality, and promote environmental justice.

Confidential and Protected Materials Pursuant to PUC Section 583, General Order 66, and D.21-09-020

Q24. Does your project qualify for any of the following programs? (select all that apply)

- [ ] Self-Generation Incentive Program
- [ ] Demand Side Grid Support
- [ ] Energy Efficiency
- [ ] Distributed Energy Resources Services Tariff
- [x] Clean Transportation
- [ ] Other program (please specify)
- [ ] None of the above

Q25. **To learn more about California Energy Commission programs click here.**

Q26. **What are your organization's sustainability goals?**

As a leading transportation provider, we at [redacted] embrace our responsibility to the environment, those with whom we work, and the communities that sustain us. Our goal is to keep reducing our carbon footprint and minimize our use of resources. Our fleet initiatives include modernizing our equipment to improve fuel efficiency, transitioning to alternative fuels, when practical, and using new technologies to become even more efficient at routing drivers, loading trucks and handling freight on our docks.

Q27. **Criteria (c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.**

Q28. **Are there any other feasible alternatives to the use of natural gas?**

- (●) Yes
- ( ) No

Q29. **What other technology alternatives are available for your business or operation?**

[redacted] is also starting to deploy EV tractors at our locations; however, the current challenge with EV technology is the inability to get enough electrical capacity to charge a large fleet of trucks, as well as meeting the range requirements of our contracted transportation lanes.

Q30. **How would you operate your business if natural gas equipment was not available?**

In the absence of available natural gas equipment, we would continue fueling our CNG tractors at public refueling stations and we would not expand our CNG tractor fleet; instead, we would opt for diesel trucks that adhere to the standards set by the California Air Resources Board and the Environmental Protection Agency. These trucks would be powered by renewable diesel, when available, ensuring compliance with regulatory requirements while supporting our commitment to reducing greenhouse gas emissions.

Q31. **What is your end use of natural gas?**

This station will be exclusively supplied with 100% RNG, enabling our fleet to actively participate in reducing greenhouse gas emissions. With an anticipated annual throughput of approximately 500,000 gasoline gallon equivalents, this station represents a significant step forward in our commitment to sustainability and environmental stewardship. By utilizing RNG, we are supporting California's ambitious GHG reduction goals and advancing towards a cleaner future for all.

Q32. **Project location Information:**

Please provide the project details.

Street address (please provide unit number if applicable)	[redacted]
City	[redacted]
County	[redacted]
Zip Code	[redacted]
Project contact name (who can SoCalGas contact if more information is needed)	[redacted]
E-mail address	[redacted]
Best contact phone number (use this format: 000-000-0000)	[redacted]

Q33. **Is this project located in a disadvantaged community?**

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes as well a high incidence of asthma and heart disease.

To find out if your project is located in a Disadvantaged community, please click the link here.

- (●) Yes
- ( ) No

Q34. **Air district for the project location:**

South Coast AQMD (Los Angeles County except for Antelope Valley AQMD, Orange, the western portion of San Bernardino and the western portion of Riverside counties)

Q35. **Please provide the requested gas meter turn-on date for this project below.**

Q36. Enter a date:

06-01-2027

Q37. **Project Construction Status**

- (●) New
- ( ) Existing

Q38. **Please provide the customer account number/BAID (BAID; is a 11-digit number found at the top of your bill).**



This question was not displayed to the respondent.

Q39. **Please list any equipment included in this project application.**

Please list all new and existing natural gas equipment and load.

*If you have multiple pieces of the same type of equipment with different loads, please list them separately.

- [x] Equipment 1: CNG Compressor
- [ ] Equipment 4:
- [ ] Equipment 5:

Q40. **Please provide the information requested for each piece of equipment you stated.**

Existing equipment includes any natural gas equipment currently at your project site. ***New*** equipment includes any natural gas equipment you plan to install that is not currently at your project site.

	New or Existing	Measurement per hour (Enter only numerical values)	Unit of measurement (Please select MBTUH, SCFM or SCFH from the drop down)	End Use	# of units	# of operating hours per day (Not to exceed 24)	# of operating days per week	# of weeks per year (Not to exceed 52)
CNG Compressor	New	47740	MBTUH	NGV/CNG/RNG	1	8	6	52
CNG Compressor	New	47740	MBTUH	NGV/CNG/RNG	1	8	6	52

Q41. **Please provide any additional project information you feel is pertinent to your application.**

[redacted] CNG tractors currently fuel at public RNG refueling infrastructure. This project and new station are co-located with [redacted] facilities. Refueling at the new station will increase efficiency and lower emissions by reducing the time, fuel, and emissions associated with traveling to public network stations for refueling. [redacted] s committed to meeting the state of California's climate goals, and the installation of this new RNG fueling facility will enable more CNG trucks to be fueled with RNG. We appreciate SoCal Gas and your willingness to help [redacted] regarding this allowance application.

Q42. **Please upload any additional documents or proposed testimony you feel are pertinent to your application.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif

Uploaded files should not exceed 50MB each

Only one file is allowed per upload section

Q43.

Q44.

Q45.

Q46. **You have completed the required questions. Click "Submit" to submit your application.**

To view and sign the customer attestation, please click here to download the file.

If you have any questions, please email us at NBAllowanceException@socalgas.com.

Q1. **Apply for the New Business Allowance Exception Application**

Please fill out the information below to begin your New Business Allowance Exception Application. Responses must be completed in a single session as they cannot be saved. Once submitted, you will receive confirmation of your application receipt.

Q2.
Background:
Pursuant to the California Public Utilities Commission (CPUC) Decision 22-09-026 as part of Rulemaking 19-01-011, Order Instituting Rulemaking Regarding Building Decarbonization, customers may request approval from the CPUC through an annual application for a gas line extension allowance, a 10-year refundable payment option, or a 50 percent discount payment option for non-residential projects meeting the criteria established below:

(a) The project shows a demonstrable reduction in greenhouse gas emissions;

(b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016); and

(c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Eligible projects will be included in an annual application submitted by the gas utilities on behalf of project applicants requesting an exception to the new rules.

Disclaimer: SoCalGas' sole responsibility is to review all applications and submit qualifying projects to the CPUC for final approval or rejection. SoCalGas and/or the CPUC may require additional documentation or information to proceed with the application process. Per the CPUC, SoCalGas is only permitted to submit applications once per year, this means that the response timeline could vary greatly. Due to this, SoCalGas cannot provide any timeline for Gas Line Extension Allowances, Refunds, or Discount Exceptions.

Q3. **Applicant information**

Please input the business owner contact information as it should appear on the contract that will be generated to establish or re-establish natural gas service, or to upsize the meter due to the installation of additional natural gas appliances. The business owner will be liable to comply with all the terms and conditions outlined in the contract. SoCalGas will direct all communications, bills, and refunds to the business owner.

First name [redacted]

Last name [redacted]

Q4. **Business information**

Business name [redacted]

Q5. **Please select your business use industry from the drop-down list below.**

[redacted]

Q6. **Is this project located within the state of California?**

- (●) Yes
- ( ) No

Q7. **Thank you for your submission. Unfortunately, your project is not located in California or within SoCalGas's territory. Therefore, we are unable to process your application at this time.**

This question was not displayed to the respondent.

Confidential and Protected Materials Pursuant to PUC Section 583, General Order 66, and D.21-09-020.

Q9. **Will the project show a demonstrable reduction in greenhouse gas emissions?**

- (●) Yes
- ( ) No

Q10. **Thank you for your submission. Unfortunately, your project does not show a demonstrable reduction in greenhouse gas emissions and therefore, we are unable to process your application at this time.**

Please click next to exit the application.

This question was not displayed to the respondent.

Q11. **Please explain how your project contributes to GHG reduction (please be as specific as possible).**

The proposed project utilizes a highly efficient process that simultaneously generates electricity and useful thermal energy from natural gas. The electricity will power the [redacted] plant, while the recovered thermal energy will support a CO_2 capture system that converts engine exhaust into beverage-grade CO_2. At the core of the microgrid system are natural gas–fueled generator sets, which serve two primary functions: 1) Electrical power generation The combined heat and power (CHP) units generate electrical power that will be fed directly to the [redacted] plant. The total output of the CHP units is 3 MW, a significant fraction of the power required by the entire [redacted] plant. The on-site electric output also helps reduce energy costs, improve reliability, and stabilizes the plant during peak demand. 2) CO2 source The CHP engines are equipped with selective catalytic reduction (SCR) exhaust aftertreatment systems which enable them to meet all applicable SCAQMD emissions standards. The clean exhaust gas is also an excellent source of CO2. In conjunction with the [redacted] advanced amine technology (AAT) system, the exhaust gas can be captured and converted into high quality CO2 to be used in the [redacted] plant. The [redacted] system can also make use of the thermal energy in the engine's exhaust gas. GHG savings come from several factors. First, since electricity will be produced on-site, GHG emissions associated with utility generated power and distribution and transmission losses will be eliminated. Second, as the majority of CO2 consumed by the [redacted] plant will be produced by the proposed project, the amount of GHG production due to truck transport will be reduced. Third, the GHGs that would result from powering a conventional electric boiler for the [redacted] CO2 processes are removed as the energy is sourced from waste heat from the engine exhausts. Although not factored into CO2 accounting, the CO2 in the exhaust gas from the engines is converted into beverage grade CO2 for direct use in the [redacted] plant. This aspect will enable use of CO2 gases that would otherwise be released to the atmosphere during electricity production and wasted. It is worth noting that the proposed project is a sister plant to that of an identical system being built at the [redacted] plant at [redacted] California. This sister plant has undergone the SoCal Gas allowance fonn process and is currently in the entitlements phase with the [redacted]. The facility also has received AQMD pennits for construction. Finally, the proposed project is part of a portfolio of greenhouse gas reduction projects at [redacted] that are slated for the future, including a 2.5MW solar project and the installation of a 1.5MW battery. These projects together significantly lower total emissions from the [redacted] plant – a major step towards carbon neutrality.

Q12. **What is your project's yearly estimated GHG reduction compared to an alternative input? Please include calculations as appropriate.**

We assume the project's CHP equipment operates 24 hours a day, 6 days a week, and 51 weeks a year. Project The total annual CO2 emissions of operating two (2) [redacted] natural gas engines per year is 11,152 MT. Alternative Input The CO2 from producing electricity offsite, inclusive of transmission and distribution losses, is 11,051 MT. The CO2 from truck transport will be 221 MT. CO2 produced from powering a conventional electric boiler for the Pentair CO2 process is 5,081 MT. The total annual CO2 emissions from alternative input is 16,354 MT. The net reduction in GHG by the project compared to the alternative input is thus 5,202 MT. CO2 is the only GHG of concern. The other GHGs are virtually zero (list from EIA). https://www.eia.gov/energyexplained/energy-and-the-environment/greenhouse-gases.php • Methane (CH4) Eliminated by engine exhaust after treatment. • Nitrous oxide (N2O) Eliminated by engine exhaust after treatment. • Industrial gases o Hydrofluorocarbons (HFCs) o Perfluorocarbons (PFCs) o Sulfur hexafluoride (SF6) o Nitrogen trifluoride (NF3) None present in the process off-gases

Q13. **If you have any documents describing the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

[redacted] SoCal Gas allowance calcs.xlsx
30.1KB
application/vnd.openxmlformats-officedocument.spreadsheetml.sheet

Q14. **Are you able to provide documentation that shows you are taking part in GHG reduction (i.e., Low Carbon Fuel Standard (LCFS) and or Renewable Identification Number (RINs/ERINs credits)?**

- (●) Yes
- ( ) No

Q15. See list below for additional greenhouse gas emission resources.

Environmental Protection Agency
USEPA - General Stationary Combustion Source (Subpart C), Subpart C Methodologies
Argonne National Laboratory - Argonne GREET Model

Q16. **What is your estimated annual energy usage? This number will be used to calculate your allowance estimate.**

Q17. **Does your project use technology that significantly increases energy efficiency over what is commercially available?**

- (●) Yes
- ( ) No

Q18. **Please describe how the technology increases energy efficiency (please be as specific as possible).**

The technology increases energy efficiency by using a combined heat and power (CHP) system that simultaneously generates electricity and captures waste heat from natural gas engines that would otherwise be lost. The electricity is used directly on-site, avoiding grid transmission losses, while capturing CO_2 for the liquefaction process. By integrating power generation and CO_2 recovery into a single process, the system achieves much higher overall fuel utilization than conventional standalone power systems.

Q19. **What is this project's estimated energy reduction? Please include calculations as appropriate.**

Project Annual energy consumed by the two (2) [redacted] natural gas engines is 54,804,492 kWh. Alternative Input Annual energy consumed by off-site utility scale natural gas plant is 48,479,130 kWh worth of fuel, inclusive of transmission and distribution losses. Annual truck transport accounts for 281,463 kWh. Annual energy consumed for the thermal process for the [redacted] CO2 process using a conventional electric boiler is 10,927,542 kWh. The total annual energy consumption from alternative input is 59,688,134 kWh. The net reduction in energy by the project compared to the alternative input is 4,883,642 kWh.

Q20. **If you have any documents describing or explaining the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

Q21. **Criteria (b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016).**

See list below for a few helpful hyperlinks regarding California's climate goals:
Senate Bill 32 California Global Warming Solutions Act of 2006
California Air Resource Board (CARB)
2022 Scoping Plan for Achieving Carbon Neutrality

Q22. **Is your project consistent with California's climate goals?**

- (●) Yes
- ( ) No

Q23. **How is your line extension project consistent with California's climate goals?**

The proposed line extension is consistent with California's climate goals because it directly supports a high-efficiency combined heat and power (CHP) system with int rated CO_2 capture, which is specifica aligned with strategies identified in CARB's 2022 Scopi Plan for Achieving Carbon Neutrality. industrial facilities while maintaining reliability and grid resilience. By enabling on-site electricity generation, the project reduces reliance on grid power and avoids transmission and distribution losses, supporting the greenhouse gas reduction requirements of Senate Bill 32, which mandates emissions reductions of at least 40% below 1990 levels by 2030. In addition, the capture and beneficial reuse of CO_2 from the CHP exhaust directly advances the carbon management and utilization pathways identified in the Scoping Plan and supports the long-term carbon neutrality mandate established by Assembly Bill 1279. Overall, the line extension enables a project that reduces net emissions, improves energy efficiency, and supports California's statutory pathway to an 85% reduction in anthropogenic greenhouse gas emissions and carbon neutrality by 2045.

Q24. **Does your project qualify for any of the following programs? (select all that apply)**

- [x] Self-Generation Incentive Program
- [ ] Demand Side Grid Support
- [x] Energy Efficiency
- [ ] Distributed Energy Resources Services Tariff
- [ ] Clean Transportation
- [ ] Other program (please specify)
- [ ] None of the above

Q25. **To learn more about California Energy Commission programs click here.**

Q26. **What are your organization's sustainability goals?**

Zero waster to landfill - with a [redacted] waste diversion from landfills from all facilities by 2030 Install [redacted] onsite renewable energy capacity by 2030 Reduce our GHG emissions by [redacted] by 2030 Reduce our water use ratio by [redacted] by 2030 and, [redacted] community engagement event per month, per facility by 2030

Q27. **Criteria (c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.**

Q28. **Are there any other feasible alternatives to the use of natural gas?**

- ( ) Yes
- (•) No

Q29. **What other technology alternatives are available for your business or operation?**

Alternative technologies available for the facility for electricity production include full reliance on conventional utility-supplied electricity, or other renewable/clean energy technologies (e.g. on-site solar photovoltaic generation with battery storage, hydrogen fuel cells, etc.). However, the former poses increased grid dependence, while the latter do not provide the carbon dioxide source that is being used in the [redacted] plant operations. An alternative for CO2 procurement would be merchant liquid CO_2 delivered by truck, but this limits the operational reliability as compared to on-site production.

Q30. **How would you operate your business if natural gas equipment was not available?**

If natural gas equipment were not available, the business would be forced to rely almost entirely on grid-supplied electricity and third-party delivery of beverage-grade CO_2. Grid power is a higher-cost and less predictable way to meet the facility's continuous electrical needs, particularly during peak demand periods, and would expose operations to greater price volatility. An even larger concern is CO_2 supply reliability: recent industry disruptions have resulted in major outages, force majeure declarations, and long-term uncertainty in merchant CO_2 availability. In some cases, [redacted] has been forced to source CO_2 from as far away as Texas and Missouri. Without on-site recovery, the facility would remain vulnerable to supply interruptions that directly threaten production continuity. This alternative operating model would also significantly increase truck traffic associated with CO_2 deliveries, leading to higher greenhouse gas and criteria pollutant emissions, increased congestion, and reduced overall environmental performance compared to the proposed natural gas-fueled CHP system with on-site CO_2 capture.

Q31. **What is your end use of natural gas?**

In addition to the conventional use of natural gas for plant machinery such as HVAC, heaters, boilers, etc., it is used to fuel high-efficiency combined heat and power (CHP) engine generator sets. The natural gas is converted into on-site electricity to serve [redacted] electrical loads, while the recovered waste heat from the [redacted] electricity, and enables recovery of CO_2 for on-site use, minimizing emissions and trucked deliveries. Ultimately, the project's goal is to support California's ambitious GHG reduction goals and advance it towards a cleaner future for all.

Confidential and Protected Materials Pursuant to PUC Section 583, General

Q32. **Project location Information:**

Please provide the project details.

Street address (please provide unit number if applicable)	[redacted]
City	[redacted]
County	[redacted]
Zip Code	[redacted]
Project contact name (who can SoCalGas contact if more information is needed)	
E-mail address	
Best contact phone number (use this format: 000-000-0000)	

Q33. **Is this project located in a disadvantaged community?**

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes as well a high incidence of asthma and heart disease.

To find out if your project is located in a Disadvantaged community, please click the link here.

- ○ Yes
- ◉ No

Q34. **Air district for the project location:**

South Coast AQMD (Los Angeles County except for Antelope Valley AQMD, Orange, the western portion of San Bernardino and the western portion of Riverside counties)

Q35. **Please provide the requested gas meter turn-on date for this project below.**

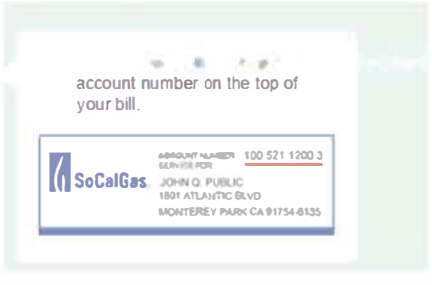
Q36. Enter a date:

07-01-2028

Q37. **Project Construction Status**

- ◉ New
- ○ Existing

Q38. **Please provide the customer account number/BAID (BAID; is a 11-digit number found at the top of your bill).**



This question was not displayed to the respondent.

Q39. **Please list any equipment included in this project application.**

Please list all new and existing natural gas equipment and load.

*If you have multiple pieces of the same type of equipment with different loads, please list them separately.

- [x] Equipment 1 [redacted] Natural Gas Engine (QTY 2), 12,731 MBTU/hr
- [ ] Equipment 2
- [ ] Equipment 3
- [ ] Equipment 4
- [ ] Equipment 5

Q40. **Please provide the information requested for each piece of equipment you stated.**

Existing equipment includes any natural gas equipment currently at your project site. ***New*** equipment includes any natural gas equipment you plan to install that is not currently at your project site.

	New or Existing	Measurement per hour (Enter only numerical values)	Unit of measurement (Please select MBTUH, SCFM or SCFH from the drop down)	End Use	# of units	# of operating hours per day (Not to exceed 24)	# of operating days per week	# of weeks per year (Not to exceed 52)
[redacted] Natural Gas Engine (QTY 2), 12,731 MBTU/hr	New	12731	MBTUH	Power Generation	2	24	6	51

Q41. **Please provide any additional project information you feel is pertinent to your application.**

Nothing additional that has not been outlined in the details of this application.

Q42. **Please upload any additional documents or proposed testimony you feel are pertinent to your application.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif

Uploaded files should not exceed 50MB each

Only one file is allowed per upload section

[redacted]_Gen Concept Diagram.pdf
114KB
application/pdf

Q43.

Responses to SoCalGas requests.txt
626B
text/plain

Q44.

New_Business_Allowance_Application_Exception_Form_--Revised-8-2025_-[redacted].docx
547.1KB
application/vnd.openxmlformats-officedocument.wordprocessingml.document

Q45.

Q46. **You have completed the required questions. Click "Submit" to submit your application.**

To view and sign the customer attestation, please click here to download the file.

If you have any questions, please email us at NBAllowanceException@socalgas.com.

Q1. **Apply for the New Business Allowance Exception Application**

Please fill out the information below to begin your New Business Allowance Exception Application. Responses must be completed in a single session as they cannot be saved. Once submitted, you will receive confirmation of your application receipt.

Q2.

Background:
Pursuant to the California Public Utilities Commission (CPUC) Decision 22-09-026 as part of Rulemaking 19-01-011, Order Instituting Rulemaking Regarding Building Decarbonization, customers may request approval from the CPUC through an annual application for a gas line extension allowance, a 10-year refundable payment option, or a 50 percent discount payment option for non-residential projects meeting the criteria established below:

(a) The project shows a demonstrable reduction in greenhouse gas emissions;

(b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016); and

(c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Eligible projects will be included in an annual application submitted by the gas utilities on behalf of project applicants requesting an exception to the new rules.

Disclaimer: SoCalGas' sole responsibility is to review all applications and submit qualifying projects to the CPUC for final approval or rejection. SoCalGas and/or the CPUC may require additional documentation or information to proceed with the application process. Per the CPUC, SoCalGas is only permitted to submit applications once per year, this means that the response timeline could vary greatly. Due to this, SoCalGas cannot provide any timeline for Gas Line Extension Allowances, Refunds, or Discount Exceptions.

Q3. **Applicant information**

Please input the business owner contact information as it should appear on the contract that will be generated to establish or re-establish natural gas service, or to upsize the meter due to the installation of additional natural gas appliances. The business owner will be liable to comply with all the terms and conditions outlined in the contract. SoCalGas will direct all communications, bills, and refunds to the business owner.

First name [redacted]

Last name [redacted]

Q4. **Business information**

Business name [redacted]

Q5. **Please select your business use industry from the drop-down list below.**

[redacted]

Q6. **Is this project located within the state of California?**

- (●) Yes
- ( ) No

Q7. **Thank you for your submission. Unfortunately, your project is not located in California or within SoCalGas's territory. Therefore, we are unable to process your application at this time.**

This question was not displayed to the respondent.

Q8. **The following sections will help determine the eligibility of your exception application.**

Criteria (a) The project shows a demonstrable reduction in greenhouse gas emissions.

Q9. **Will the project show a demonstrable reduction in greenhouse gas emissions?**

- (●) Yes
- ( ) No

Q10. **Thank you for your submission. Unfortunately, your project does not show a demonstrable reduction in greenhouse gas emissions and therefore, we are unable to process your application at this time.**

Please click next to exit the application.

This question was not displayed to the respondent.

Q11. **Please explain how your project contributes to GHG reduction (please be as specific as possible).**

The proposed project utilizes a highly efficient process that simultaneously generates electricity and useful thermal energy from natural gas. The electricity will power the [redacted] plant, while the recovered thermal energy will support a CO_2 capture system that converts engine exhaust into beverage-grade CO_2. At the core of the microgrid system are natural gas–fueled generator sets, which serve two primary functions: 1) Electrical power generation The combined heat and power (CHP) units generate electrical power that will be fed directly to the [redacted] plant. The total output of the CHP units is 3 MW, a significant fraction of the power required by the entire [redacted] plant. The on-site electric output also helps reduce energy costs, improve reliability, and stabilizes the plant during peak demand. 2) CO2 source The CHP engines are equipped with selective catalytic reduction (SCR) exhaust aftertreatment systems which enable them to meet all applicable SCAQMD emissions standards. The clean exhaust gas is also an excellent source of CO2. In conjunction with the [redacted] advanced amine technology (AAT) system, the exhaust gas can be captured and converted into high quality CO2 to be used in the [redacted] plant. The [redacted] system can also make use of the thermal energy in the engine's exhaust gas. GHG savings come from several factors. First, since electricity will be produced on-site, GHG emissions associated with utility generated power and distribution and transmission losses will be eliminated. Second, as the majority of CO2 consumed by the [redacted] plant will be produced by the proposed project, the amount of GHG production due to truck transport will be reduced. Third, the GHGs that would result from powering a conventional electric boiler for the [redacted] CO2 processes are removed as the energy is sourced from waste heat from the engine exhausts. Although not factored into CO2 accounting, the CO2 in the exhaust gas from the engines is converted into beverage grade CO2 for direct use in the [redacted] plant. This aspect will enable use of CO2 gases that would otherwise be released to the atmosphere during electricity production and wasted. It is worth noting that the proposed project is a sister plant to that of an identical system being built at the [redacted] plant at [redacted] California. This sister plant has undergone the SoCal Gas allowance form process and is currently in the entitlements phase with the [redacted] The facility also has received AQMD permits for construction. Finally, the proposed project is part of a portfolio of greenhouse gas reduction projects at [redacted] that are slated for the future, including a 2.5MW solar project and the installation of a 1.5MW battery. These projects together significantly lower total emissions from the [redacted] plant – a major step towards carbon neutrality.

Q12. **What is your project's yearly estimated GHG reduction compared to an alternative input? Please include calculations as appropriate.**

We assume the project's CHP equipment operates 24 hours a day, 6 days a week, and 51 weeks a year. Project The total annual CO2 emissions of operating two (2) [redacted] natural gas engines per year is 11,152 MT. Alternative Input The CO2 from producing electricity offsite, inclusive of transmission and distribution losses, is 11,051 MT. The CO2 from truck transport will be 221 MT. CO2 produced from powering a conventional electric boiler for the Pentair CO2 process is 5,081 MT. The total annual CO2 emissions from alternative input is 16,354 MT. The net reduction in GHG by the project compared to the alternative input is thus 5,202 MT. CO2 is the only GHG of concern. The other GHGs are virtually zero (list from EIA). https://www.eia.gov/energyexplained/energy-and-the-environment/greenhouse-gases.php • Methane (CH4) Eliminated by engine exhaust after treatment. • Nitrous oxide (N2O) Eliminated by engine exhaust after treatment. • Industrial gases o Hydrofluorocarbons (HFCs) o Perfluorocarbons (PFCs) o Sulfur hexafluoride (SF6) o Nitrogen trifluoride (NF3) None present in the process off-gases

Q13. **If you have any documents describing the calculations, please upload them using the tool below.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

[redacted] SoCal Gas allowance calcs.xlsx
30.1KB
application/vnd.openxmlformats-officedocument.spreadsheetml.sheet

Q14. **Are you able to provide documentation that shows you are taking part in GHG reduction (i.e., Low Carbon Fuel Standard (LCFS) and or Renewable Identification Number (RINs/ERINs credits)?**

- (●) Yes
- ( ) No

Q15. See list below for additional greenhouse gas emission resources:
Environmental Protection Agency
USEPA - General Stationary Combustion Source (Subpart C), Subpart C Methodologies
Argonne National Laboratory - Argonne GREET Model

Q16. What is your estimated annual energy usage? This number will be used to calculate your allowance estimate.

Q17. Does your project use technology that significantly increases energy efficiency over what is commercially available?

- (●) Yes
- ( ) No

Q18. Please describe how the technology increases energy efficiency (please be as specific as possible).

The technology increases energy efficiency by using a combined heat and power (CHP) system that simultaneously generates electricity and captures waste heat from natural gas engines that would otherwise be lost. The electricity is used directly on site, avoiding grid transmission losses, while capturing CO_2 for the liquefaction process. By integrating power generation and CO_2 recovery into a single process, the system achieves much higher overall fuel utilization than conventional standalone power systems.

Q19. What is this project's estimated energy reduction? Please include calculations as appropriate.

Project Annual energy consumed by the two (2) [redacted] natural gas engines is 54,804,492 kWh. Alternative Input Annual energy consumed by off-site utility scale natural gas plant is 48,479,130 kWh worth of fuel, inclusive of transmission and distribution losses. Annual truck transport accounts for 281,463 kWh. Annual energy consumed for the thermal process for the [redacted] CO2 process using a conventional electric boiler is 10,927,542 kWh. The total annual energy consumption from alternative input is 59,688,134 kWh. The net reduction in energy by the project compared to the alternative input is 4,883,642 kWh.

Q20. If you have any documents describing or explaining the calculations, please upload them using the tool below.

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif Uploaded files should not exceed 50MB each Only one file is allowed per upload

Q21. Criteria (b) The project's gas line extension is consistent with California's climate goals, including those articulated in Senate Bill 32 (Pavley, 2016).

See list below for a few helpful hyperlinks regarding California's climate goals:
Senate Bill 32 California Global Warming Solutions Act of 2006
California Air Resource Board (CARB)
2022 Scoping Plan for Achieving Carbon Neutrality

Q22. Is your project consistent with California's climate goals?

- (●) Yes
- ( ) No

Q23. How is your line extension project consistent with California's climate goals?

Confidential and Protected Materials Pursuant to PUC Section 583, General Order 66, and D.21-09-020.

The proposed line extension is consistent with California's climate goals because it directly supports a high-efficiency combined heat and power (CHP) system with integrated CO_2 capture, which is specifically aligned with strategies identified in CARB's 2022 Scoping Plan for Achieving Carbon Neutrality. The Scoping Plan prioritizes GHG reductions from [redacted] and emphasizes the need for electrification, energy efficiency, and low-carbon fuels in industrial facilities while maintaining reliability and grid resilience. By enabling on-site electricity generation, the project reduces reliance on grid power and avoids transmission and distribution losses, supporting the greenhouse gas reduction requirements of Senate Bill 32, which mandates emissions reductions of at least 40% below 1990 levels by 2030. In addition, the capture and beneficial reuse of CO_2 from the CHP exhaust directly advances the carbon management and utilization pathways identified in the Scoping Plan and supports the long-term carbon neutrality mandate established by Assembly Bill 1279. Overall, the line extension enables a project that reduces net emissions, improves energy efficiency, and supports California's statutory pathway to an 85% reduction in anthropogenic greenhouse gas emissions and carbon neutrality by 2045.

Q24. Does your project qualify for any of the following programs? (select all that apply)

- [x] Self-Generation Incentive Program
- [ ] Demand Side Grid Support
- [x] Energy Efficiency
- [ ] Distributed Energy Resources Services Tariff
- [ ] Clean Transportation
- [ ] Other program (please specify)
- [ ] None of the above

Q25. To learn more about California Energy Commission programs click here.

Q26. What are your organization's sustainability goals?

Zero waster to landfill - with a [redacted] waste diversion from landfills from all facilities by 2030 Install [redacted] onsite renewable energy capacity by 2030 Reduce our GHG emissions by [redacted] by 2030 Reduce our water use ratio by [redacted] by 2030 and, [redacted] community engagement event per month, per facility by 2030

Q27. Criteria (c) The project demonstrates that it has no feasible alternatives to the use of natural gas, including electrification.

Q28. Are there any other feasible alternatives to the use of natural gas?

- ( ) Yes
- (•) No

Q29. What other technology alternatives are available for your business or operation?

Alternative technologies available for the facility for electricity production include full reliance on conventional utility-supplied electricity, or other renewable/clean energy technologies (e.g. on-site solar photovoltaic generation with battery storage, hydrogen fuel cells, etc.). However, the former poses increased grid dependence, while the latter do not provide the carbon dioxide source that is being used in the [redacted] plant operations. An alternative for CO2 procurement would be merchant liquid CO_2 delivered by truck, but this limits the operational reliability as compared to on-site production.

Q30. How would you operate your business if natural gas equipment was not available?

If natural gas equipment were not available, the business would be forced to rely almost entirely on grid-supplied electricity and third-party delivery of beverage-grade CO_2. Grid power is a higher-cost and less predictable way to meet the facility's continuous electrical needs, particularly during peak demand periods, and would expose operations to greater price volatility. An even larger concern is CO_2 supply reliability: recent industry disruptions have resulted in major outages, force majeure declarations, and long-term uncertainty in merchant CO_2 availability. In some cases, [redacted] has been forced to source CO_2 from as far away as Texas and Missouri. Without on-site recovery, the facility would remain vulnerable to supply interruptions that directly threaten production continuity. This alternative operating model would also significantly increase truck traffic associated with CO_2 deliveries, leading to higher greenhouse gas and criteria pollutant emissions, increased congestion, and reduced overall environmental performance compared to the proposed natural gas-fueled CHP system with on-site CO_2 capture.

Q31. What is your end use of natural gas?

In addition to the conventional use of natural gas for plant machinery such as HVAC, heaters, boilers, etc., it is used to fuel high-efficiency combined heat and power (CHP) engine generator sets. The natural gas is converted into on-site electricity to serve plant electrical loads, while the recovered waste heat from the engine is utilized to drive the CO_2 extraction and distillation system. This integrated process maximizes overall efficiency, reduces reliance on grid electricity, and enables recovery of CO_2 for on-site use, minimizing emissions and trucked deliveries. Ultimately, the project's goal is to support California's ambitious GHG reduction goals and advance it towards a cleaner future for all.

Confidential and Protected Materials Pursuant to PUC Section 583, General Order 66, and D.21-09-020.

Q32. **Project location Information:**

Please provide the project details.

Street address (please provide unit number if applicable)	[redacted]
City	[redacted]
County	[redacted]
Zip Code	[redacted]
Project contact name (who can SoCalGas contact if more information is needed)	[redacted]
E-mail address	[redacted]
Best contact phone number (use this format: 000-000-0000)	[redacted]

Q33. **Is this project located in a disadvantaged community?**

Disadvantaged communities refer to the areas throughout California that most suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, the presence of hazardous wastes as well a high incidence of asthma and heart disease.

To find out if your project is located in a Disadvantaged community, please click the link here.

- ○ Yes
- ◉ No

Q34. **Air district for the project location:**

South Coast AQMD (Los Angeles County except for Antelope Valley AQMD, Orange, the western portion of San Bernardino and the western portion of Riverside counties)

Q35. **Please provide the requested gas meter turn-on date for this project below.**

Q36. Enter a date:

07-01-2028

Q37. **Project Construction Status**

- ◉ New
- ○ Existing

Q38. **Please provide the customer account number/BAID (BAID; is a 11-digit number found at the top of your bill).**

account number on the top of your bill.



This question was not displayed to the respondent.

Q39. **Please list any equipment included in this project application.**

Please list all new and existing natural gas equipment and load.

*If you have multiple pieces of the same type of equipment with different loads, please list them separately.

- [x] Equipment 1 [redacted] Natural Gas Engine (QTY 2), 12,731 MBTU/hr
- [ ] Equipment 2
- [ ] Equipment 3
- [ ] Equipment 4
- [ ] Equipment 5

Q40. **Please provide the information requested for each piece of equipment you stated.**

Existing equipment includes any natural gas equipment currently at your project site. ***New*** equipment includes any natural gas equipment you plan to install that is not currently at your project site.

	New or Existing	Measurement per hour (Enter only numerical values)	Unit of measurement (Please select MBTUH, SCFM or SCFH from the drop down)	End Use	# of units	# of operating hours per day (Not to exceed 24)	# of operating days per week	# of weeks per year (Not to exceed 52)
[redacted] Natural Gas Engine (QTY 2), 12,731 MBTU/hr	New	12731	MBTUH	Power Generation	2	24	6	51

Q41. **Please provide any additional project information you feel is pertinent to your application.**

Nothing additional that has not been outlined in the details of this application.

Q42. **Please upload any additional documents or proposed testimony you feel are pertinent to your application.**

File type options are: pdf, doc, docx, txt, csv, xls, xlsx, jpg, png, gif

Uploaded files should not exceed 50MB each

Only one file is allowed per upload section

[redacted] Gen Concept Diagram.pdf
114KB
application/pdf

Q43.

Responses to SoCalGas requests.txt
626B
text/plain

Q44.

New_Business_Allowance_Application_Exception_Form_-_Revised 8 2025_[redacted].docx
547.1KB
application/vnd.openxmlformats-officedocument.wordprocessingml.document

Q45.

Q46. **You have completed the required questions. Click "Submit" to submit your application.**

To view and sign the customer attestation, please click here to download the file.

If you have any questions, please email us at NBAllowanceException@socalgas.com.